#### WILL SWELL JANUARY FLEET

Big Lumber Fleet for Next Month Rapid Work on Last of December Ships-Marine Notes.

Three more of the chartered grain fleet arrived in at Astoria yesterday in time to save their charters, and incidentally guarantee enough tonnage for January loading at Portland to start the new year off in good shape. The first of the arrivals yesterday was the French bark Ville de St. Nazaire, which the tug Dan-iel hustled up from San Francisco heads in a little over 3% days. As strong southerly weather has prevailed, it probably bothered the tug at times to keep a taut tow line. The Ville saved a high-priced charter by a three day margin. She was followed in by the British ship Ventura, one of W. R. Grace's Antwerp liners, which comes with general cargo way of Port Los Angeles. She left the California port 26 days ago, and, like the St. Nazaire, had only three days to spare in order to save a charter that is orth several thousand dollars more than

she could now secure. The third arrival was the British bark Norma, which comes from Honolulu un-der charter to G. W. McNear to load wheat for Australia. She was chartered on Saturday, so that she had nothing to gain or lose by getting in with the bunch She is a well-known trader in this port, and on her last voyage here came very near breaking the record by discharging 1500 tons of inward cargo and lining up and taking aboard about 2500 tons of wheat in a little over a week. Another arrival off the mouth of the river yesterday was the British ship Riverdale, which comes from Hamburg with a full cargo of cement to Edmund Baker, of San Francisco, who is Pacific Coast agent for cement works at Hamburg. The Rivers-dale is fully loaded and came up off the bar too late to get in yesterday, but she has a pilot on board, and will probably tow in today. So far as is known, she is not chartered for outward business, and will swell the list of disengaged tonnage in port to about 13,000 tons.

#### AN ACTIVE HOODOO.

British Bark Madagascar Still-Meeting With All Kinds of Trouble.

The legendary "sweet little cherub which sits up aloft" for the purpose of bringing good luck to most of the ships that sail the seas, seems to be missing from the British bark Madagascar. Instead there is apparently an able-bodied "hoodco" hanging around the craft, and getting in his work with a vengeance. The presence of this hoodoo was first noticeable early in November, when the vessel arrived down at Astoria, one day too late to get to sea ahead of the big storm which kept the bar rough for over three weeks. She was first on turn, however, and when Neptune ceased raging shout two weeks ago the tug got a haw-ser aboard and made ready to take her to sea. The windlass was old and weak, but the economical owners preferred to replace it in England, so it gave way when the strain of the anchor was felt. A hurry order was placed for a new windlass, and it was in place a few days ago. As soon as the new windlass was ready for business the anchor chains became fouled, and it was necessary to bring the ship alongside the dock to clear them. While this was being done six high-priced sailors decamped, entailing a further expense of a few hundred dollars.

Saturday the chains were cleared and the men replaced, and the ship started out into the stream again. In letting go the anchor, the chain parted, and it was lost. So many anchors have been lost along the Coast this season that they are very scarce, and it is not yet known whether the vessel can secure one without an additional delay of several days or not. Fourteen ships which left Portland after the Madagascar have arrived down and passed on out to sea, and unless the hoodoo is removed very soon, 14 more will follow them. The Madagascar saved a 30shilling charter by a safe margin, and now her charterer is wondering why this ard luck chapter did not begin run before the ship reached port, instead of just as she was ready to leave.

### BIG LUMBER CARRIERS

Elleric Has Sailed for Portland, and Alsternixie Will Follow.

The steamship Elleric, which was chartered to the Government by Laidlaw & Co., to carry lumber and Government supplies to Manila, sailed from San Francisco yesterday noon, and will probably reach port on Wednesday. The Elleric will make a good starter for the 1966 lumber fleet from Portland, there being much more business of this kind in sight than there was on a corresponding date last year. The Pacific Export Lumbe Company, which will supply the cargo for the Elleric, also has under charter the big German ship Alsternixie, which is now in San Francisco, discharging a cargo from Glasgow. The big ship made a fine run of 116 days from the Scotch port to San Francisco, and, with good dispatch in the Bay City, should reach Portland before the end of January. The Alster-nixie is a vessel of over 2000 tons net register, and is accordingly the largest sail-ing vessel ever chartered for the lumber business out of this port. She has never had a lumber cargo aboard, but, figurng on the usual percentages regarding onnage and feet, she should carry about 2.250,000 feet, although some vessels of her tonnage built specially for the lumber trade could carry over 2,600,000 feet. While the engagements for foreign lumber busi-1963 are very heavy, there is a corresponding activity in the coastwise business, and a fieet of half a dozen ves sels are due here within the next week or 10 days. One of A. M. Simpson's old reliable lumber drogbers, the Gleaner, came in with the tide yesterday noon, and went to Knappton to load. Several of the lumber vessels, both foreign and coastwise, now in the river, have just completed their cargoes, or will complete them this that the shipments for the closing week of the year will be heavy.

### TAIL-ENDERS OF THE FLEET.

Rushing Business on the Water Front for Next Three Days.

The tall-ender of the Portland grain fleet for 1902 will undoubtedly be the British ship Allerton. She has not yet finished discharging inward cargo, and there are but three days left this month. Her bills of lading are wanted on the list. however, and as Brown & McCabe never failed to get a ship out on time, she will have her 100,000-bushel cargo under the hatches before New Year's. A big crew was working on her all day yesterday, and when they suspended operations last night, there was still over 100 tons of rails to come out. The liners are following men who are discharging the cargo, by the time the last rail is out the last strip of lumber will be in readiness

which is loading for South Africa, is were to courtsey only to women older | Total tonnage in port, 28,251.

also liable to finish, but has been delayed somewhat by the lumber which makes up a portion of her cargo. The wheat and flour which she will take have already been placed on board. If all of these vestions are until the December float. been placed on board. If all of these ves-sels get away with the December fleet, there will still be eight ships in the river under charter to load, and five others due, so that there will still be some busi-ness past the turn of the year.

#### THE "INVISIBLE FLEET." First Ship of the Season to Arrive

Without Previous Announcement. The British ship County of Linlithgow, which arrived in Saturday, is the first of the "invisible fleet" to arrive this season.

the "invisible fleet" to arrive this season. Nearly every year, especially when freights are demoralized, a few ships turn up without any previous notice, and to distinguish them from the vessels which are listed or known to be on the way, they are classed as an invisible fleet. Every ship that is added to the idle fleet in a part when house the distinct of the control of the co in a port when business is dull makes matters werse for rates, and it is for this reason that owners sometimes endeavor to keep the whereabouts of their vessels a secret until they can secure a charter for them. The first intimation of the presence of the County of Linlithgow prior to her arrival was a cable from Liverpool intimating that she might accept business for January loading. This was a clew which indicated plainly that the ship was nearly due at this port, and two days later she surprised the most of the shipping fraternity by her arrival at

There are a number of other vessels which have arrived over in the Orient, and have been there for a suspiciously long period, and it is believed that some of them may be on their way across to Portland or to Royal Roads seeking. With so many idle ships sailing around the world, the outlook for freights is any-thing but bright, and if tonnage keeps on piling up at the present rate, there will be enough idle ships before next Summer to handle the 1903 crop, even though it be a pretty good-sized one.

#### MARINE LOSSES IN ORIENT. One Steamer Carried 60 Down, Another Took 18.

VICTORIA, B. C., Dec. 28.—News was brought by the steamer Tartar, which ar-rived today, of a disaster in the Malacca Straits. The Tokio Ahla publishes a telegram from Hong Kong stating that the steamer Bunsang was in collision with the steamer Kiang Yan in the Malacca Straits,

and the Kiang Yan was sunk, 69 satiors and passengers being missing. Dispatches from Hakodate report that an outbreak of fire occurred on board the Iwanai Steamship Company's steamer Ho-kuun Maru, off the coast of Sutisu, on December 2, and the vessel was sunk, 18

of the crew losing their lives.

The Japanese sealers had a profitable season, although four vessels of the fleet of 19 were lost, three of them, it is be-lieved, with all on board, although there were rumors that the men of one—the Tanya Maru—have been seized by the Russians. The total catch of schooners flying the Japanese flag amounts to 12,621

#### ROUGH ON THE ATLANTIC. Ship in Distress Relieved-Mate

Killed in Storm. NEW YORK, Dec. 28.—La Champagne, of the French Steamship Line, arrived toof the French Steamship Line, arrived to-day from Havre, with 57 cabin and 860 steerage passengers. Early today La Champagne sighted a ship about six miles off flying distress signals. She proved to be the bark Nile of Glasgow, bound from Barbados for Boston. Her compass was out of order. La Champagne gave the required aid to the Nile, which then pro-ceeded.

On December 25, during a strong westerly gale, which lasted about six hours, Pletre Bardelles, the first officer of La Champagne, was killed by a sea. Bar-delles was standing on the bridge when a tremendous sen struck the vessel on the starboard side, throwing him down with great force. He was picked up uncon-scious, and died an hour later. His body was buried at sea.

### Had Quick Disnatch.

The French bark Lamoriciere left down yesterday morning in tow of the Harves which is the best dispatch that has been given any vessel this season. The French bark Marie was in turn to go down, but at the last moment the captain decided that he would linger a little longer in Portland. The Mindora and the Lizzie Vance also left down yesterday morning On arrival at Astoria the towboat wil start up with the three vessels which ar rived in yesterday. The Suspex, which finished Saturday, will leave down Wed-nesday, and the Werra, which is expected to finish today, will also leave down

Furious Gale on Gulf of St. Lawrence ST. JOHNS, N. F., Dec. 28.-Another furious gale has been raging here for the past % hours and has caused much damage along the coast line. It is feared that the shipping will suffer considerably. The Allan Line steamer Peruvian passed Cape Race yesterday morning, but she has not yet been able to make port because of the storm and the fog. She has on board 200 Canadian cattle, which were shipped at Hallfax because of the embargo against American ports.

### Marine Notes.

The Herzogin Cecilie was the center of attraction on the water front yesterday, and that portion of her crew which wer on shore leave were similarly prominent on the streets.

The schooner Oliver Olsen, the largest carrier in the coasting lumber fleet out of Portland, will return from San Francisco for another cargo as soon as she finishes discharging.

The French barks Desaix and Martha Roux, which were ordered to Portland from San Francisco heads last Saturday, are both under charter, the former for wheat for South Africa, and the Roux fo barley to Europe.

The schooner G. W. Watson, which loaded lumber at Portland for Hilo last month, made a quick run down to the island port, arriving December 7, only 2 days out. This is not a record-breaker but it is better than the average.

Domestic and oreign Ports, ASTORIA, Or., Dec. 28.-Arrived at 9 A. M Prench bark Ville de St. Nazaire, in tow tus

Defiance, from Hobart, via San Francisc Heads. Arrived at 11 A. M.-British bark No. Heads. Arrived at II A. M.—British bark Norma, from Hamburg, via Honolulu; British bark Ventura, from Antwerp, via Port Los Angeles. Sailed at 9 A. M.—Steamer Voeburg, for Tilliamook. Sailed at 1 P. M.—Bteamer Despatch, for San Pedro. Arrived at 12 noon—Barkentine Gleaner, from Ban Francisco. Reported outside at 4 P. M.—British ship Riversdale, from Hamburg (has pilot on board). Condition of the bar at 5 P. M., moderate; weather clouds; wind southeast, with squality. cloudy; wind southeast, with squalls, San Francisco, Dec. 28.—Arrived—Steamer Wellington, from Comox; steamer Montara, from Seattle. Sailed—Steamer Elleric, for

Southampton, Dec. 28.-Sailed-Moltke, from Hamburg and Boulogne, for New York.

Lizard, Dec. 28.—Passed—Noordam, from New York, for Boulogne and Rotterdam; Vaderland, from New York, for Antwerp, Queenstown, Dec. 28.—Sailed-Umbria, for New York.

Portland; steamer Centralia, for Gray's Har

Moville, Dec. 28.-Sailed-Furnessia, for New New York, Dec. 28.-Arrived-La Champagne

from Havre. The Proper Feminine Salutation.

New York Sun. The new method of salutation noticed at the first of the subscription balls is like the young ladies who exhibited it—just about old enough to show itself in society. cember are the German bark Werra, at the Portland Flouring Mills; the German below the Portland Flouring Mills; the German ship Aster, at the Elevator dock, and the British bark Dowan Hill, at Columbia No. 2. The big Austrian steamship Klek, were taught to courtsey. Those who

since. The first public demonstration of this mode of greeting came last Thursday night, when the young women making their first acquaintance with society courtsied to the hostesses. But the court-sies seemed almost as much out of place in public as they had when the young ladies used to courtser to the man to ladies used to courtsey to the men to whom they were presented.

# NEW COTTAGE AT NEWPORT

Miss Mason's Villa to Be One of the

Resort's Show Places. New York Commercial Advertiser.
The new home at Newport of Miss Ellen
F. Mason, of Boston, has been recently
completed. The site is surrounded by an
old, moss-covered wall, and the grounds
are beautifully laid out with handsome
trees. The dwelling is modeled after the
Southern mission style-a low rampling Southern mission style-a low, rambling house, with a large porte-cochere, dining-room and library loggias. The house has many small wrought-iron balconies. The main body of the house in color is soft buff on rough stucco, and the roof tile is of terra cotta. From the main entrance is the reception hall, which is finished in ash and stained antique oak. It has paneled wainscoting, and contains an ingle nook and large fireplaces. There is a broad, richly carved staircase.

To the right of the hallway is the li-

broad, richly carved staircase.

To the right of the hallway is the library, finished in dark antique oak. Broad shelves run entirely around the room, being built in. To the left of the hall are the reception-room, drawing-room and dining-room. The reception-room is furnished in a simple manner, the drawing-room is furnished in it for white, and the dining-room is finished in ash and stained natural oak, and has paneled stained natural oak, and has paneled walnscoting five feet high. The whole interior of the first floor has been planned with the object of obtaining beautiful vistas of lawn and ocean. In the second story are guests' rooms and rooms for members of the family, each room having a fireplace and a balcony.

Portland-St. Louis. Do you know about the new tourist service between Portland and St. Louis and Memphis? Call up O. R. & N. ticket office, Third and Washington.

QUEER TRICKS OF THE MEN WHO DIRECT MUSICIANS.

Them-Music at Meals Popular in Cosmopolitan Cities.

chestra of a score of players to be found in New York's most palatial hotel. Each hote' is a law unto itself in the matters of hours for music, but the usual custom is a programme lasting from 6 to 9 P. M. which catches the diners, and one from 10 P. M. to 1 A. M., which pleases the supper parties after the play. And it is the province of the orchestra

Your mere musician, the man who loves music for its own sweet sake and who burns incense to the masters, is not the person who will ably conduct the orchestra in a fashionable cafe. It is the man who can sacrifice his own taste to that of the pleasure-seeking public, whose music, by its brightness and timeliness, will draw everywart to the cafe. draw customers to the cafe.

His first duty, therefore, is to keep abreast of the time in all things musical and theatrical. For instance, just before Mascagni opened his New York engage-ment, every orchestra gallery rang with the strains of the intermezzo from "Cav-aleria Rusticana." During the stay of

# TONNAGE EN ROUTE AND IN PORT.

Vessels Chartered or Available for Grain Cargoes From the Northwest.

FOR PORTLAND

Name.	Flag and rig.	Master.	Tons	From.	Days out	Consignees.
July 22 Musselcrag Aug. 24 Hutton Hall Aug. 24 Gr. Duchess Oiga	Br. bark Br. ship Fr. bark Br. bark Br. bark Br. ship Br. ship Br. ship Br. ship Br. ship Br. ship Br. bark Br. bark Br. bark Br. ship Br. bark Br. ship Br. bark Br. ship Br. bark Br. bark Br. bark Br. bark Br. bark Br. bark Fr. bark Fr. bark Br. ship Fr. bark Br. ship Fr. bark Br. ship Fr. ship Fr. ship Fr. ship Fr. ship	Johnston Thurber Guirin Korff Campbell Mellin Porter Russo Fall Law Knox Arfmand Ritchle Berhsult Galloway Smith Livingston Williams Iversen Garnier Pettersen Branth Nichols Hunterevel Botu	1980 1567 1474 1953 1511 2007 1480 1297 1480 1500 1730 1531 1531 1531 1531 1531 1531 1531 15	Antwerp Shields Shields Townsville Antwerp Antwerp Hamburg Honolulu Antwerp P. L.Angeles Port Natal Hamburg Antwerp Antwerp Antwerp Antwerp Antwerp Acapulco Androssan San Fran Antwerp Huil P. L. Angeles Shields Antwerp Huil P. L. Angeles Shields Antwerp San Fran Antwerp Huil P. L. Angeles Shields Antwerp San Fran Antwerp Huil P. L. Angeles Shields Antwerp San Fran Antwerp Huil P. L. Angeles Shields Antwerp San Fran	126 83 121 130 126 61 61 52 128 16	Taylor Girvin Balfour

Total tonnage en route and listed, 51,352.

### GRAIN TONNAGE IN THE RIVER

rrived.	Name.	Flag and rig.	Master.	on#	From.	Agents or Charterers.	Berth.
Aug.	10 Eurhrosyne	Br. ship	Thomson	11799	Newcastle	Disengaged	S. Pacific
Oct.	12 Madagascar	Br. bark	Smith	1996	Algoa Bay	N.W.W.Co.	Astoria
	17 Holyrood	Br. abip	Findley	1992	Antwerp	Balfour	Astoria
	23 Glenesslin	Br. ship	Pritchard		Victoria	P. F. M. Co.	
Oct		Br. bark	Warren	1839	Hamburg	Kerr	Astoria
Oct	24 C'y of Roxburg	Br. ship	Leslie	2021	Antwerp		Astoria
	29 Iste of Arrap	Br. ship	Сагле	1759	Sta. Rosalia	N.W.W.Co.	
	20 Allerton	Br. ship	Toye	1938	Barrow	Balfour	Ocennic
	8 Riverside	Br. ship	McCully	1539	Hamburg	N.W.W.Co.	
Nov.	1 Cornil Bart	Fr. bark	Cavelan		St. Nazaire	Pert. G. Co.	
	11 Fulwood	Br. ship	Thomas	1386	Callao	Disengaged	Astoria
	11 Wandsbek	Ger. bark		2198	Sta. Rosalia	N.W.W.Co.	
	14 Nal	Ger. bark			Hingo	Kerr	Astoria
	16 Nantes	Fr. bark	Ricordel		Yokohama	P. F. M. Co.	
	16 Aster	Ger. ship	Dummer		Valparaiso	P. F. M. Co.	
	16 Alsterthal	Ger, bark		1696	Salaverry	P. F. M. Co	
	20 Dowan Hill	Br. bark	Davies	1978	Algon Bay	Port G. Co.	
	26 Bidston Hill	Br. bark	Jones	3431	Antwerp	Baifour	Davidge
Dec.	1 Nesaia	Ger. ship			Tsintau	Balfour	Astoria
Dec.	4 Marie	Fr. bark	Monmoine		San Fran.	Berg	Stream
Dec.	4 Foyledale	Br. ship	Kerry		Liverpool	Ralfour	Mersey
Dec.	4 Jean Bart	Fr. bark	Gossat		London	P. F. M. Co	
		Br. ship	Power		Newcastle	Balfour	Bunkers
	12 Emelle	Ger. ship	Dahn	1186	Antwerp	Disengaged	
	12 Werra	Ger. bark			Honolulu	P. F. M. Co.	
	13 Lamoriciere	Fr. bark	Sauvignon		Seattle	Balfour	Stream
	13 Herzogin Cecelia		Warneke		Montevideo	N.W.W.Co.	
	13 Kleck	Aus, ship	Sepich		Vancouver	Stevens	Gr'nwich
Dec.	16 Francois Coppee	Fr. bark	Vrinji	1728	San Fran.	N.W.W.Co.	
	17 Surcouf	Fr. ship	Ribault		Fusan	Kerr	Mtg my 2
	19 Daniel	Fr. bark	Bachelier		San Diego	Balfour	Stream
	27 Co. Linlithgow	Br. ship	Stronk	24/20	Shanghai	Disengaged	Astoria
	28 Ventura	Br. bark	Rehburg	1581	P. L. Angla	P. F. M. Co.	
	28 Ville de St. Naza		Darre		Hobart	Balfour	Astoria
Dec.	28 Norma	Br. bark	McLaughlh	1999	rionolulu	N.W.W.Co.	Amtorio

Total tonnage in port, 65,543.

# GRAIN TONNAGE EN ROUTE TO PUGET SOUND

Salled	Name.	Flag and rig.	Master,	From.	Days out	Consignees.
Aug. 22	Pass of Melfort Penthesilea	Br. ship	Hansen Manson	2196 San Diego 1663 Newcastle	1:29	
Sept. 1	Wendur	Br. ship	Nicoli	1847 Antwerp	120	
*******	Glenmark	Br. bark	Johnson	1250 Liverpool		
Oct. 11	Bankleigh	Br. bark	Evans	1429 Liverpool	78	
******	Lamorna	Br. ship	Cormack	2189 Liverpool		
Sept. 2	Loudon Hill	Br. bark	Cruicksnank	2066 Antwerp	117	
	Columbia	Ger, ship	Schutte	2018 Hlogo	****	
	Inverlyon	Br. batk	Sims	1332 Cardiff	83	
Dec. 11	Rahane Glenalyon	Br. ship	Scott Andrews	1649 Liverpool	17	************
N 20	Islamount	Br. bark	Fraser	1980 Liverpool	18	
NOV. 30	Maelgwyn	Br. bark	Thomas	1488 Rotterdam	28	***********
Nov. 25	Vincent	Br. ship	Brice	12% Rotterdam	1100	
	Australian	Br ship	Joliffe	1776 Rotterdam 1955 Table Hay	33	***********
Oct. a	Astoria	Br. bark	Thorkildsen	1429 Rotterdam	81	**********
*******	Belfast	Br. ship	Davies	1816 Antwerp	****	************
	Niobe	Br. bark	Fettjuch	1940 Antwerp	****	***********
Nov 24	Southeak	Br. bark	Gomm	1085 Antwerp	34	************
	Amsterdam	Dtch. bk.	Bakker	1100 Java	100	************
Dec. 13	Mylomene	Br. ship	Jones .	1806 ardiff	15	************
	Abvesinia	Br. bark	Hilton	1127 Lendon	100	
	Henriette	Ger, bark	Rasch	2882 Sta. Rosalia		
Dec. 10	Miltonburn	Br. ship	Benson	2499 Sta. Resalla		***********
	Maipo	Ger. ship	Hellwege	1674 Mazatlan	55	***********
	Thalassa	Ger. bark	Christiansen	125 Antwerp	-	***********
	Ben Lee	Br. ship	Anderson	2204 Hamburg	1000	***********
	Bermuda	Br. bark	Korff	2623 Hamburg	1550	
*******	Co. of Durnfries	Br. ship	Casey	1615 Shanghal	10	
	Ninpa	Br. ship	dannah	1908 London	10000	
*******	Letcester Castle	Br. ship	Penttie	2009 Liverpool	1	
********	Schwartzenbek	Ger. ship	Hansen	1827 Sta. Resalla	1	

Total tonnage en route and listed, 56,517.

### GRAIN TONNAGE ON PUGET SOUND

Arrived.	Name	Flag and rig.	Master.	Tons	From.	Agents or Charterers.	Berth,
Aug. 16 Oct. 55 Nov. 12 Nov. 14 Nov. 16 Nov. 16 Nov. 17 Nov. 25 Nov. 25 Nov. 25 Nov. 25 Nov. 25 Dec. 16 Dec. 16 Dec. 16	Yols Alice A. Leigh Muskoka Alsterufer M. E. Watson Bretsgne Bayonne Galgate Moxamblque Pengwern California Invermore Eaton Hall Benicia Aremone Alsterberg Oweenee Gleniui Cromertyshire Edenmore	Br. ship Br. bark Hr. bark Ger. bark Br. ship Br. bark Fr. bark Fr. bark Fr. ship Br. ship	Pennicnick Davidson Crowe Jensen Griffiths Canevot Griffiths McCone Griffiths Day Fletcher Evans Jones Agartz Neff Burchall Scott Nicoll Coath	2817 2250 2597 1670 1750 1807 2227 2061 1521 1822 1671 1810 2132 2394 1947 1462		Disengaged Disenkaged N.W.W.Co. Disengaged N.W.W.Co. Disengaged Pt. G. Co. Disengaged Pt. G. Co. Disengaged T. G. Co. Disengaged	Pt. Tnand Seattle Tacoma Victoria Tacoma Tacoma Victoria Vanc vr Tacoma Tacoma Tacoma Tacoma Tacoma Tacoma Tacoma Tacoma Seattle Beattle Pt. Tasand

Requests and Tips That Come to

Among the foreign customs taking firm root in America is that of music in cafes, restaurants and hotels. The more cosmopolitan the city population, the more general the custom. In the more conservative cities like Philadelphia, Boston and Baltimore, there is no medium between the much-abused plano of the saloon or beer garden and the silver-toned orchestra of swelldom's most exclusive hotels, says A. S. Richardson, in the Washington Star; but in such cities as New York, Chicago and San Francisco, where a money-spending foreign element is to be found, you get all gradation of sound, from the violin and plano duet, through the Italian string band, to the superb orchestra of a score of players to be found

leader to study the taste and whims of the establishment's patrons. Your mere musician, the man who loves

How New Scores Are Secured.

Prince Heary requests for "The Watch on the Rhine" were numerous.

All this, however, is very simple when compared with securing the very newest popular music. On the face it would appear that every publisher would be gind to have his music popularized, and so they are—when the time comes, which is after the song has been duly copyrighted and got out in publication form. But your patron of the cafe is not always willing to wait that long. On Monday night a song makes a hit in a new production. By Tuesday night the town is whistling it after a fashion, and every patron of the cafe who has heard of it wants it played by the orchestra.

Now, many songs, especially if written for comedians, are used first in manuscript form and copies cannot be secured. The same may be said of musical comedies, scores of which are not obtainable for a week or so after the initial production.

This is where the orchestra leader finds

This is where the orchestra leader finds

himself at his wits' end. If he has a friend in the theater orchestra, he has al-

Ince performance, and if he fears that a vigilant unher may say his hit of music paper, he jots the notes of the best chor-

cause popular numbers are repeatedly en-

Last Winter when a certain English musical success made its initial hit, the

curtain fell and the orchestra of the house dispersed, the leader of the hotel musicians slipped cautiously into the first

So general is the custom of granting re-

quests for certain numbers that the mak-ing up of an advance programme is a

mere form. The only time that the leader

may indulge his own taste is during the lull between dinner and supper parties.

These requests are sent up by the wait

ers, sometimes orally and sometimes in writing. In the latter case, a "tip" is

not infrequently inclosed, and some as-

tonishing gifts reach the musicians' bal-cony in this fashion.

A young man who had been entertaining generously at supper and had sent up sev-eral requests suddenly bethought himself

that he ought to tip the leader. He had just settled his bill with the waiter and

fumbled through his pocket for a douceur for the musicians. The harvest was in-deed light and finally he slipped some-

thing into an envelope, a relieved smile spreading over his face as he sent the waiter scurrying toward the musicians'

envelope was a ticket good for a half dozen Turkish baths in the city's most

It was on last election night that a jolly

crowd of young men entered the same

cafe to be greeted by the tones of the too, too familiar "Miserere." As the minor air died away, a waiter carried an

envelope to the leader, who read thereon

"If you don't play a real live Irish melody, we'll put this place on the burn,

and in short order."

With a flushed face the musician

with a finsted face the musician started to tear the envelope in pieces when with the first rip something caught his eye. Inside the envelope lay a \$10 bill, which he had neatly torn in twain. It

goes without saying that the young men heard the Irish air, and the \$10 bill re-

ceived a dose of mucliage.

In what is known as a family restau-

"When I am in the restaurant please never play 'Jerusalem' or the 'Holy

Folded in the request was a \$5 bill.

Waiters, as a rule, make ludicrous mis-

takes in carrying verbal requests for cer-tain pieces. Among the titles which after-

ward proved garbled requests for the in-termezzo from "Cavalleria" may be men-tioned "Tom O'Leary" and "Corolla Bolla Cigarro." The most ingenious take-off on the famous sextet from "Lucia

d! Lammermoor" was succotach of some-thing or other." It was a Jewieh walter

and when the orchestra played "Hurly-

Burly," the leader instantly recognized from the expression of the diner's face that he had misinterpreted the title. He

made a trio in person to the table and learned that the request had been for "Holy City."

Northerners Call for "Dixie."

Experience leaders say that there seems

to exist little or no connection and symathy between requests and their senders.

A Jew will ask feelingly for "Killarney."

and a sharp-featured bachelor maid will

demand "Sweet Sixteen." The man who has been having the time of his life sel-

dom becomes maudlin so far as his musical

tastes are concerned, but asks for some-thing invigorating like "Oh, Didn't He

ularly for "Dixle" has probably never been further south than Aebury Park, N. J.

Among the tricks of trade employed by

biy wins favor for the establishment.

Those there are who try the soul of the leader by insistently demanding music of

the cheap, popular cort that has been worn

threadbare by street musicians. Others, especially in New York, where player folk

sup, spy a comedian or tenor who has popularized a song, and in a conspicuous man

ner they request that his hit be played

This shows the familiarity of the patron with actors, but it brings anguish to the poor actor who is singing it with innu-

Masculine Characteristics Demanded The fact that such successes are manufactured and maintained with apparent

security is one of the severest trials that

the girl, working legitimately, will have to contend with. People talk and write of the temptations of dramatic life, but

filled with such opportunities than other vocations. The right-minded girl will learn to value success properly as she ad-

vances, and while her progress may seem

siow it will be the surer.
So it is not the difficulty in obtaining

employment, the poor rate of wages or the drudgery of toil that prove the real obstacles in the path of the strenuous girl. The chief trouble will be the con-

stant demands upon her for qualities of character that are rare in women-the

same qualities which make the successful man. Women are not physically fitted for the work-a-day world, but for the home

life, and the most eminent of women lawyers, doctors and actors are always wo, men whose health has enabled them to

The Girl With the Hardest Row.

stand the strain.

fact is that the stage is no more

merable encores eight times a week.

And the woman who asks reg-

carried up a request for Holly Bolly,

My little son, now dead, sang

ceive through a waiter this note:

these in the choir."

ished to re-

A Threat With a Tip.

fashionable establishment

What the leader found in the

a peculiar mental caliber and big ideas. She ends by taking a place in a choir or else she joins the chorus.

The girl reporter who begins at the foot of the ladder has to work right well in order to make a living. She must work in all weathers, must sleep and eat irregularly and lose much of her sensitive refinement in the inevitable contact with all sorts and conditions of men.

The girl typewriter, the young woman who decorates china, and she who makes cotillion favors, all have their own

cotillion favors, all have their own troubles, great and small. Some lines of work are more sheltered than others, and these are by far the most desirable.

these are by far the most desirable.

There is no high road to success, and, often as this is written, it cannot be repeated too often. When you hear a woman state that she has never experienced any of the hardships and distillusions of life in her work, whatever it may be, you may be sure that she is uttering a falsehood. Some women make a practice of writing and speaking in this strain. They ready arranged the matter. His friend decides which airs will probably tickle the public's musical palate, writes out writing and speaking in this strain. They insist that a woman can go into any business field and maintain all her bethe theme of cach, and from this the mu-sical leader in the cafe makes his own orchestration and is ready directly he learns the piece has made a hit.

If he does not stand in with some one in the orchestra, he attends the first matliefs, her faith in humanity and her fem-ininity as securely as in her home life, but this is the exception rather than the rule.

It is better that girls should understand the dangers before embarking on such a sea. If a girl can act, sing, paint or write with any skill she will do it. If she is required to work for money she will uses on his cuff and works them out later at home. This is easily done, beutilize her talent; but it is a mistaken idea that the woman who turns into a happy domestic harbor and makes wife-hood and motherhood her profession abandons her "art." There is very fine art in the making of a home. leader of a fashionable orchestra slipped into the first matinee, violin in arm, and took a sent in the front row. When the

Of the host of girls who come on from the South or West, how many survive?
And the few who gain a place are always victinist's casir and began to copy off the music which is left on the racks between matinee and night restaurant to the first of the lawyer, the crown of the stage queen or the pen of the poet to sing the tracks between matinee and night restaurant to the first of the lawyer. cradle song of some happy fireside.

It is as it should be. The woman first and last. Nothing can change it, and the

tween matinee and night performances. A house employe seeing him thus engaged, with his violin across his knex. girl who realizes this and keeps that star in view seeks the best career. The women who achieve are the first to admit this took him for a regular member of the house crehestra industriously working overtime, and the leader soon slipped out truth. The girl feverishly striving to leave her home and its environments to pursue a will-o'-the-wisp that in reality she knows nothing of will always seem like a butterfly beating out its life against of the theater without being asked a sin-gle question. That night his little band of musicians were ready with the latest musical eraze, and not another cafe or-chestra in town has it. a wheel.

#### MELVILLE'S BIG "D'S."

The Fine Old Sen Dog Really Didn't Mean 'Ent as 'Cuss Words."

Chicago Tribune.

Rear-Admiral Melville seems to have ade a sensation and brought down on himself severe criticism by his use of the "big, big D" two or three times in describing his Arctic experiences to the Engineering Society of Columbia University. Some of the men present were surprised and most of the women were shocked or said they were. And yet, after all, Admiral Melville is a

fine old gentleman, "one of the real old stock," and it is not to be conceived for a moment that he intended to violate the rules of etiquette or to offend any one present. He may have felt that as the subject was an unusually frigid one a few "big Ds would warm it up and enliven it for his auditors, but he that as it may, the use of the "big Ds". the use of the "big Ds" has always been considered permissible, even if not ele-gant, in both the Army and Navy. Even though "the sisters and the cousins and the aunts and all the crew of H. M. Pinafore were shocked when Captain Corcoran used the "big, big D" they did not lay it up against him or refer to it except in a jocular manner. No one has thought less of Schley because he swore at Santiago. Even when Queen Mab drives over a soldier's neck, Shakespeare says he dreams of batties, and when she drums in his ear, "he starts and wakes, and, being thus frighted, swears a prayer or two and sleeps again." The soldier who plays his part in the "Seven Ages" is "full of strange oaths."

In all times the "big, big D" has been In what is known as a family restau-rant, where many apartment dwellers take their dinners each evening, the leader one night was astonished to re-tell the likely that when Admiral Meiville 14:50 P. M. Sheridan passenger. 8:25 A found himself describing the thrilling journey he made into the regions of eternal ice, and realized, as he had done many times before, that it was all to no purpose, the subject ran away with him and he spoke as one of the children of the world rather than as an Admiral address-The leader to this day observes the request, and the woman, still gowned in mourning, dines there nearly every night, ing an audience. Even then he had no intention of giving offense. He had reached a point in the discourse where he could only completely express his feelings in that way. He can be excused, as Uncle

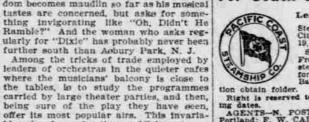
### Accidentally Shot.

While handling a revolver last Saturday night, Charles E. Bell, 29 years old, resid-ing on Vancouver avenue, near the Pied-mont water-tank, was accidentally shot in one of his choulders. The policeman who was sent to inquire into the matter was told that the wound was slight, and that Bell was in no danger.

If so, better learn about the new service inaugurated by the O. R. & N. via Denver and Kansas City. Inquire city ticket office. Third and Washington.

TRAVELERS' GUIDE.

## For South-Eastern Alaska



Leave Scattle 9 A. M. Steamships Cottage City or City of Senttle, Dec. 7, 13, 19, 25, 31, Jan. 6. Steamers connect at San Francisco with company's steamers for ports in Cali-tornia, Mexico and Humboidt Bay. For further informa-

Bay. For further information obtain folder.

Right is reserved to change steamers or salling dates.

AGENTS-N. POSTON, 246 Washington st. Portland; F. W. CARLETON, 907 Pacific ave, Tacoma; Ticket Office, 113 James st. Seattle, GEO. W. ANDREWS, North Western Passenger Agent, San Francisco. Ticket Office, 4 New Monigomery st. C. D. DUNANN, Gen. Page.

# Astoria & Columbia River Railroad Co.

	I Streets.	
1.00 A. M.	Gearbart Pk., Seaside,	11:10 A. M.
1:00 P. M.	Astoria Express, Daily.	9:40 P. M.

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E. W. CRICHTON, Agent, Portland.

### Willamette River Boats

Perhaps the girl with the hardest row to hoe is the young woman with a voice. She gains some fame and reputation at home in a church choir, perhaps, and, spurred on by stories of sudden fame, she comes to town with the notion that she

will become a Calve, a Melba or a Patti. She may have a good but not a powerful voice, and she begins her task of finding a hearing. The singing girl has always a peculiar mental caliber and big ideas.

OREGON SHORT LINE AND UNION PACIFIC THREE TRAINS DAILY

TRAVELERS' GUIDE.

# FOR ALL POINTS EAST UNION DEPOT. | Leave. | Arrive. CHICAGO-PORTLAND 9:30 A. M. 4:30 P. M. Daily. For the East via Huntington. SPOKANE FLYER. For Eastern Washington, Walia Walia, Lewiston, Coeur d'Alensand Gt. Northern points

ATLANTIC EXPRESS 8:15 P.M. 10:30 A.M. Daily. Daily. OCEAN AND RIVER SCHEDULE.

FOR SAN FRANCISCO.						
S. S. Columbia— Dec. 8, 18, 28. S. S. Geo. W. Elder— Dec. 13, 23.	Prom Ainsworth Dock, 8:00 P. M.					
FOR ASTORIA and way points, connecting with steamer for liwa- co and North Beach, steamer T. J. Potter, Ash-street Dock.	Daily ex. Sunday. Saturday.	5:00 P. M. Daily except Sunday.				

For Salem, Corvality Mondays, and way points, steam-er Ruth, Ash - street Fridays. Saturdays. FOR DAYTON, Oregon 7:00 A. M. 3:00 P. M. City and Yamhill River Tues., points, str. Elmore, Thurs., Sat. Wed., Sat. For Lewiston, Idaho, 4.05 A. M. About and way points, from daily Fiparla, Wazh, steam-except ers Spokane or Lewis Saturday.

TICKET OFFICE, Third and Washington. Telephone Main 712

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turon Depot | Arrive OVERLAND EX-PHESS TRAINS, for Salem, Rose-burg, Animand, Sac-ramento, U g d e m, San Francisco, Mo-jave, Los Angeles, El Paro, Naw Or-leans and the East atorning train conleans and the Sast alorning train con-nects at Woodburn (daily except sun-day) with train for alount Angel, Sil-verton, Browns-ville, Springfield, Wendling and Na-tron. 8:30 A. M. Albuny passenger ... Connects at Wood-"10:10 A. M. burn with Mt. Angel and Silverton Corvallis passenger. "5:50 P. M.

\*Daily. ||Daily except Sunday. AND

TAMHILL DIVISION. TAMHILL DIVISION.

Leave Portund daily for Dawago at 7:30 A. M., 12:30, 2:30, 3:25, 5:20, 4:25, 8:30, 10:10 P. M. Daily except Suncay, 5:30, 6:30, 8:30, 10:25 A. M., 4:00, 11:38 P. M. Sunday only, 5:00 A. M.

Returning from Oswego, arrive Portland daily 8:30 A. M., 1:05, 5:06, 4:35, 6:15, 7:35, 6:55, 11:10 P. M. Daily except Sunday, 6:25, 7:25, 8:30, 10:20, 11:45 A. M. Except Monday, 12:25 A. M. Sunday only, 10:30 A. M.

Leave from same depot for Fullas and intermediate points daily except Sunday 4:00 P. M.

Arrive Fortland 10:20 A. M.

The independence Monmouth motor line operates daily to Monmouth and Arrive, connecting with 8. P. Co.'s trains at Dallas and Independence.

with S. P. Co.'s trains at Dallas and Inde-pendence.

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