WHEAT OR NITRATE

Ship Owners Again Asking 10 Shillings Differential.

TWO "SCOTTISH" LINERS FIXED

Underwriters Receive Another Hard Jolt on Puget Sound—Monmouthshire Reaches Port—Adato Clears for Hong Kong.

The British ships, Scottish Isles and Scottish Glens, were chartered a few days ago to load wheat at this port in January at 41s 9d and 42 shillings. These are the first charters for near-by loading that have been reported for several days, and while materially lower than the top-notch figures that were reached a few weeks earlier, are still far enough above normal figures to indicate a pretty strong freight market which is presenting but few signs of weakness.

If the nitrate dealers of the west coast of South America have the freight situation correctly sized up, the 1901 grain crop from Portland and Puget Sound will not move under much, if any, lower freights than those which have ruled for the present season. The nitrate men are chartering nearly a year ahead, and if the differential which previous to this season has been granted, is considered, they are paying rates for November, 1901, which are equivalent to spot rates for wheat in the Pacific Northwest. The British ship Frith of Clyde has been chartered for November, 1901, loading at a nitrate port at 32 shillings. On account of the cheap port charges, and the shorter distance from the nitrate ports to Europe, owners in former years have demanded 10 shillings more for vessels to load wheat at North Pacific ports than they have asked for nitrate business. It is apparently on this basis that the owner of the Scottish Isles and Scottish Hills has been figuring.

While the Frith of Clyde is the longest shot that has yet been reported for nitrate, there has been a number of other vessels formerly well known in the grain trade which are taken for Spring, Summer and Fall loading at west coast ports. The Dumfriesshire receives 32s 6d for June-July, and the Queen Mab, 32s 9d for the same months. The Sylfid, which loaded wheat in Portland a few months ago, is chartered for May-June nitrate loading at 32s 6d. The Chile, which was one of last season's grain fleet from Portland, is chartered to load in October, 1901, at 32s 9d, and the Olivebank, in May, at 33s. Among other well-known vessels formerly in the Portland grain trade, and now under charter to load nitrate are the Brenda, Cambrian King, Chelmsford, County of Cardigan, Cupica, Hospodar, Isle of Erin, Lady Cairns, Metropolis, Mobile Bay, Narcissus, Oakhurst, Orpheus, Port Sonachan, Queen Elizabeth, Seestern and Whitleburn.

PERILS OF PUGET SOUND.

Another Steamship "Bumps on the Bar" and Sustains Great Damage.

The British steamer Alpha furnishes an addition to the long list of accidents which have resulted from the attempts to maintain Tacoma's prestige as a seaport. Telegraphic news in yesterday's Oregonian reported the Alpha as coming back leaking after passing out of the Straits of Fuca. The accident was similar to that of the Duke of Fife, which cost the underwriters several thousand dollars a few weeks ago. Both vessels "bumped and strained three times on the treacherous sand bars in the Straits which have claimed so many victims."

The above is a sample of the manner in which the truth is handled in the office of the Tacoma Ledgerdemain. The Alpha did not strike in passing out of the Straits, and the Duke of Fife did not strike. Both were shaken up and strained by the heavy seas outside, and were obliged to put back for repairs. A similar accident may have happened to the German ship Gertrud, which sailed from Portland a few weeks ago, and this is the manner in which the Ledger handled the rumor: Under date of December 6 that fair and impartial paper prints the following:

The German ship Gertrud, Captain Henke, furnishes an addition to the long list of accidents which have resulted from the attempts to maintain Portland's prestige as a seaport. Somewhere outside Cape Flattery the Gertrud is floundering around endeavoring to reach Puget Sound, where drydock assistance and safety can be secured. The Gertrud sailed from Portland November 27, with a cargo of grain for Europe. On passing out of the river she was bumped and strained three times on the treacherous sand bars in the river, which have claimed so many victims. The day the Gertrud passed over the bar the sea was perfectly smooth, and the treachery of these bars is more than ever indicated by the fact that the steamship Universe went out almost by the Gertrud's side.

Of course, the Gertrude did not strike on the bar, and has not put back to port, leaking. She may have been strained in the same manner as the Duke of Fife and the Alpha, but the fact that the Alsterufer passed her a day after she was first reported, and she was flying no distress signals, proves that her injuries were not so serious as those of the Puget Sound vessels. If the foolkiller ever gets down on the Tacoma water front, the desk of the able seaman who is now writing marine news for the Ledger will be vacant in short order.

FOG EMBARGO LIFTED.

Steamers and Ships Were Moving Again at Mouth of River.

The fog lifted for a few hours at the mouth of the river yesterday, and enabled the tugs and pilots to get shipping under way again, after a protracted delay. The overdue Oriental liner Monmouthshire arrived in early in the morning, and soon after her arrival the Cromartyshire put to sea, the Morven following an hour later. In the afternoon the German ship Alice, which has been banging around in the fog since last Sunday, crossed in, but by the time she reached Astoria a thick blanket of fog was again hanging over the water, and proceedings were again suspended until it lifts. The coasting steamer Dispatch crossed in at 9 o'clock, and was fortunate enough to get through to Portland last evening without trouble. The Maipo arrived down at Astoria yesterday afternoon, and the Andreta left up in the evening.

NEW OCEAN CRAFT.

Tug and Barge for Nehalem Trade Nearing Completion.

At Johnston's boatyard, on the East Side, the new tug and barge for the Nehalem Transportation Company are receiving the finishing touches and will soon be ready for business. The tug bears the name George R. Vosburg, and the barge will be known as Nehalem Transportation Company No. 1.

Deputy Collector of Customs R. F. Barnes has completed the official measurements of these craft, with the following results: George R. Vosburg, length, 75 feet; beam, 20 feet; depth of hold, 8.6 feet; 99 tons gross and 59 tons net register. Wheeler Lumber Co. No. 1, length, 142 feet; beam, 34 feet; depth of hold, 10.6 feet; 371 tons gross and 356 tons net. These vessels are intended for the lumber trade between Nehalem River and Portland, and San Francisco.

At the same yard is building a nattty little propeller for Shaver, Kamm, Kellogg et al. The last is not named yet, but the name will have to be forthcoming shortly, as the ways are being built and she will be launched soon. She has compound engines, the cylinders of which are 12 and 24 inches in diameter, respectively, and have 16 inches stroke, which, with 200 pounds of steam, are expected to speed the boat up to a regular gait of 15 miles an hour, with spurts of 17 miles when required.

TROUBLES OF A TRANSPORT.

Narrow Escape From Destruction by Typhoon and Fire.

SAN FRANCISCO, Dec. 8.—The transport Belgian King is in port after a voyage of 55 days from Manila, made memorable by disaster and by narrow escapes from total destruction. Shortly after leaving Manila, the vessel encountered a typhoon, and for two days those on board waited for the death that seemed inevitable. The coal in her bunkers shifted, and the transport was for 48 hours on her beam ends. Only the sudden abating of the storm saved the transport from going to the bottom of the ocean. The Belgian King was laid up 17 days for repairs at Hong Kong, and after leaving the latter port her coal caught fire through carelessness in loading, and burned for three days, while the transport made a desperate effort to reach Taku. The fire gained such headway that at one time the staterooms were too hot to be occupied.

GERTRUD STILL UNHEARD FROM.

Vessel Believed to Be Headed for San Francisco.

PORT TOWNSEND, Wash., Dec. 8.—All hope of the disabled German ship Gertrud reaching Puget Sound has been given up by shipping men here. The tug Tacoma returned tonight from a cruise off Cape Flattery and reports weather clear, with strong northeast wind, and nothing was seen of the disabled vessel.

It is the general opinion of shipping men that after crossing the Columbia River bar, instead of heading for Puget Sound the Gertrude took advantage of the favorable wind and headed for San Francisco, and if such is not the case, fears are entertained that her pumps failed to keep her clear and she went to the bottom.

The Adato Clears.

The steamship Adato cleared yesterday for Hong Kong, with 201,700 quarter sacks of flour, valued at $143,000. She also carried four horses and 2 boxes of harness for Nagasaki, and 15 boxes of apples for Macao. The steamer will leave down the river this morning. She is commanded by Captain McIntyre, who is well known in this port, as master of the British ship Perseverance, which was recently lost at sea. Captain McIntyre's friends in this city were not aware that he had been promoted from sail to steam, and when the Perseverance was posted as missing much regret was felt for the skipper who was last in command of her when she was at Portland.

Domestic and Foreign Ports.

ASTORIA, Dec. 8.—Arrived at 9 A. M. and left up at 10 A. M.—Steamer Despatch, from San Francisco. Arrived at 9:20 A. M. and left up at 4:30 P. M.—British steamship Monmouthshire, from Hong Kong and way ports. Arrived at 4 P. M.—German ship Alice, from Nagasaki. Arrived down at 2 P. M.—German ship Maipo. Left up at 4:30 P. M.—British ship Andreta. Sailed at 10:40 A. M.—British ship Cromartyshire; at 12 noon, British bark Morven, both for Queenstown or Falmouth for orders. Condition of the bar at 5 P. M., obscured; wind northwest; foggy.

Hoquiam.—Arrived December 4—Steamer Signal, from Seattle, to load lumber for San Francisco; schooner Zampa, from San Francisco for Aberdeen, and schooner Latitia, from San Francisco for Aberdeen.

Hong Kong.—Sailed—Eva, for Portland.

Yokohama, Dec. 8.—Arrived previously—Steamer Hong Kong Maru, from San Francisco, via Honolulu, for Hong Kong.

Murovan.—Sailed December 5—St. Bede, for Port Townsend.

San Francisco, Dec. 8.—Arrived—City of Puebla, from Victoria; Newburg, from Gray's Harbor. Sailed—Steamer Arcata, for Coos Bay; schooner Charles R. Wilson, for Gray's Harbor; schooner Forester, for Port Townsend; schooner Monterey, for Coos Bay.

San Diego.—Arrived December 7—Steamer Hathor, from Hamburg.

Port Townsend, Dec. 8.—Passed in—Ship Centesima, from Nagasaki.

Seattle, Dec. 8.—Arrived—Steamers Al-Ki and Dolphin, from Alaska.

Port Townsend.—Arrived December 7—Bark Carrollton, from Tacoma.

Port Los Angeles—Sailed—Steamer Titania, for Nanaimo.

Penzance, Dec. 8.—Arrived—Ship Lizzie Bell, from Portland.

Yokohama, Dec. 8.—Arrived—Steamer Queen Adelaide, from Tacoma.

New York, Dec. 8.—Sailed—Patricia, for Hamburg, via Plymouth and Cherbourg; Etruria, for Liverpool; Menominee, for London; Potsdam, for Rotterdam; Columbia, for Naples.

Brisbane.—December 7—Arrived—Aorangi, from Vancouver, via Honolulu, for Sydney, N. S. W.

Queenstown, Dec. 8.—Arrived—Lake Champlain, from Montreal, for Liverpool.

Hamburg, Dec. 8.—Arrived—Pretoria, from New York, via Plymouth.

Antwerp, Dec. 8.—Sailed—Vaderland, for New York, via Southampton.

Havre, Dec. 8.—Sailed—La Champagne, for New York.

Liverpool, Dec. 8.—Sailed—Umbria, for New York.

New York, Dec. 8.—Arrived—New York, from Southampton.

PERSONAL MENTION.

W. F. Hays, a Seattle attorney, is at at Hotel Portland.

F. Boyston, a merchant of Independence, is at the St. Charles.

Judge James McCain, of McMinnville, is registered at the St. Charles.

James D. McKay, a prominent logger of Scappoose, is at the St. Charles.

H. T. Bagley, an attorney of Hillsboro, registered at the St. Charles yesterday.

Ex-Senator W. F. Matlock and wife, of Pendleton, are registered at the Perkins.

James Quinn, a well-known farmer of Quinn's Landing, is at the St. Charles with his wife.

Dr. Samuel C. Slocum has taken offices with Dr. R. C. Coffey in The Oregonian building.

N. Brown, a prominent merchant of Burns, Harney County, is at the Imperial, on his way to San Francisco.

M. O. Lownsdale, a well-known fruit-grower of Yamhill County, is registered at the Imperial, from La Fayette.

Miss Lucille D'Alberti will sing at the high mass at 10:30 A. M. today at the Church of the Immaculate Heart of Mary, Upper Albina. Sermon by Rev. Father O'Reilly.

C. E. Andrews Wanted.

Chief of Police McLauchlan said last night that his officers are searching for C. E. Andrews, recently a clerk in the office of the Paymaster of the Department of the Columbia, to answer a charge of passing a forged check for $125 and bearing the alleged signature of Major Houston. The check was cashed by Mr. Jancke, an East Side druggist. Andrews came to Portland, about five months ago, and rapidly became a favorite in society circles. He is said to have hailed originally from New York State.

WHERE NO ONE PAYS TAX

PORTLANDER TELLS OF CUSTOMS IN COSTA RICA.

People Pay No Attention to Politics—Entire Banana Crop Is Controlled by a Trust.

The Costa Ricans are a happy-go-lucky set, so far as the government of the country is concerned, according to John C. Pendergast, of this city, who recently spent a year there. The governing class are those who own large landed estates or who control some monopoly, like the banana trust, or the sale of explosives. The peons, who form a majority of the population, pay no attention to politics, being content to manage their little 20-acre tracts on the fertile hillsides. "The peon who owns a patch of that kind," Mr. Pendergast said yesterday, "considers himself happy, and all he wants is an ox and cart to assist him in bringing his produce to market. He cuts up his little farm into various patches devoted to the cultivation of coffee, corn, tobacco, rice or sugar cane, and makes what he considers a good living, as the price of such produce is usually remunerative. Generations of peons are brought up on these little plantations, and they ask very few questions as to who is going to be President or Congressman. While I was in San Jose, last year, a Congressman from an outlying district died, so the regular Congress convened and formally invited some friend in the district to act in the dead man's place. That was all there was of it.

"The people pay no taxes whatever on land or personal property, the revenue for running the government being derived from duties on imports, or from the exclusive sale of explosives, which are largely used in the mines. President Iglesias, who has large interests in various monopolies, runs things pretty much his own way, and personally is strongly in favor of granting or leasing land to the American Government for the Isthmian Canal. A powerful faction, equally wealthy, however, affects to oppose any deal with the United States, and the papers of the little republic are constantly 'roasting' the American Government for what they term its rapacity in grabbing up the territory of the Spanish-American republics. They point to our treatment of Mexico in the annexation of Texas, California, Arizona, New Mexico, and also to our present attitude in the Philippines."

Mr. Pendergast became pretty well acquainted with President Iglesias, and asked him once why he did not suppress those hostile newspapers. "You know very well," Mr. Pendergast protested, "that the Americans are the best friends you have, and that if it were not for our gunboats appearing just in the nick of time in your ports a few months ago, the Nicaraguans would have confiscated a slice of your territory. The United States is all that stands between you and England, which would be liable any time to take possession of your republic, were it not for our Monroe Doctrine."

The President smiled and said: "Let the newspapers go on, if they feel like it. They are doing no harm, as no one reads them outside of San JoJse. I understand the real situation exactly, and when the time comes for a deal with the United States on this canal proposition, your country will find very little real opposition from the newspapers."

"The banana trust is largely composed of Americans," Mr. Pendergast said, "and all the bananas shipped from Costa Rican ports to the United States must pass through the hands of this trust. Producers of bananas must take just what the trust has a mind to pay, as there is no one else to sell to. The price is generally about 12 cents a bunch, which permits of a small margin of profit to the peon farmer, and so no further debate is necessary. The trust, however, takes all chances in having a large shipment of the fruit spoil on its hands, as vessels sometimes lack space in which to stow them, so the fruit is left to rot on the shores of Costa Rica.

"The principal railroad of the country is owned by English capitalists, who obtained large concessions of rich soil along the right of way. The road begins at Port Limon, on the Caribbean Sea side, and runs westward to Alajuela, 119 miles distant. San Jose, the capital of the republic, is directly on this line, not far from the geographical center of the country, in one of the most beautiful valleys imaginable. The valley bottom is cut up into rich plantations, while the surrounding hillsides are spotted like a checker-board with the little square patches of the peons. The soil of the entire region is a volcanic ash, known to be the richest in the world.

"The population of the republic is only 250,000, and it has stood at that figure for the past 50 years. It does not increase, because the children inherit diseases from generations back, and as a consequence many die young. Costa Ricans are a hybrid race, part Spanish and part Indian, and the combination is not a strong one. It seems to me, therefore, that this race, like the Esquimaux and the Indians, is destined to die out before the approach of the whites, who will ultimately people that portion of Central America.

"Costa Rican soldiers are a comical-looking set to an American. The entire army numbers about 1500, and is recruited from the peons of the rural districts. When a revolution breaks out, these peons are invited to join the army, and, if they refuse, are compelled to do so without much formality, a squad of soldiers with drawn bayonets being sent out to round up the unwilling ones. The uniform is a blue overall and jumper, and the soldiers are all barefooted. A red cap is sometimes added to the garb, on dress parade, and then the peon recruits feel dressed up. They would not be looked upon as at all dangerous by American troops, a few hundred of whom would simply rush in and put the whole army to flight within a few minutes. The army did very well, however, in protecting the Costa Rican capital from the designs of the insurgents who were going to depose Iglesias, a few months ago, because he had been instrumental in conceding so much valuable land to the English capitalists who built the railroad. The peon recruits had been well drilled by Bavarian officers and presented quite a formidable appearance to the disorganized insurgents."

POSTER GREETING FOR PRESIDENT KRUGER.

The walls and windows of Paris were literally decorated with this drawing as a tribute to the President of the Transvaal.

MULTNOMAH BILLIARDS.

Results of the Preliminaries of the Club Tournament.

The preliminaries of the Multnomah Club billiard tournament were concluded last evening, with the exception of a few ties, which are to be played off before the finals.

F. W. Gomph was the winner in the first class. Three players were originally tied for first place, F. W. Gomph, H. P. Goering and E. L. Powell. In playing off the ties, Goering defeated Powell Friday night, and last evening Gomph won from Goering, 85-76, and also defeated Powell, 85-64, taking first place very decisively.

C. E. Stone and A. W. Sydney were tied for honors in the second class. When the tie was played off last evening Sydney defeated Stone, 75-34.

In the third class, Lansing Stout would have won first place but for his defeat by C. W. Zeller by 60-56. This defeat left four men tied for first place, Lansing Stout, C. W. Zeller, Ernest Bross, and J. H. Clarke.

P. E. Brigham won in the fourth class, Mallory's defeat by Waite saving him from a tie.

R. P. Knight won a decisive victory in the fifth class, not losing a game.

The winners of each class will be handicapped and contest in the finals. The club has offered a handsome gold medal for the winner of the finals, and the Brunswick, Balke, Collender Co. will present the second-place man with a fine cue. Great interest has been aroused by the contests. Last year the first prize was won by H. P. Goering. B. D. Sigler was second and J. E. Cullison third.

Following are the results of the preliminaries:

PLAYERS.	Games played	Won	Lost	Grand average
1st class, 100 points—				
H. P. Goering	2	1	1	2.84
E. L. Powell (90)	2	1	1	1.79
F. W. Gomph (85)	3	1	1	1.48
2d class, 75 points—				
C. E. Stone	6	4	2	1.78
A. W. Sydney	6	4	2	2.23
C. H. Gritzmacher	6	3	3	2.05
W. J. Leonard	6	3	3	1.52
G. E. Streeter	5	2	3	1.91
H. C. Lohmann	5	2	3	1.36
B. D. Sigler	6	2	4	1.43
3d class, 60 points—				
Ernest Bross	6	4	2	1.52
Lansing Stout	6	4	2	1.52
J. H. Clark	6	4	2	1.35
C. W. Zeller	6	4	2	1.34
Allan C. Peel	6	3	3	1.53
J. E. Cullison	6	2	4	1.16
F. J. Patterson	6	0	6	1.14
4th class, 50 points—				
P. E. Brigham	6	5	1	1.43
E. E. Mallory	6	4	2	1.30
W. B. Fechheimer	6	3	3	1.21
R. H. Benedict	6	3	3	1.08
E. P. Waite	6	2	4	1.08
Guy E. Holman	6	2	4	1.30
A. L. Upson	6	2	4	1.19
5th class, 50 points—				
R. P. Knight	5	5	0	1.12
J. C. Muche	6	4	2	1.02
J. B. Lumgair	6	3	3	1.20
J. P. Lombard	5	2	3	1.13
R. A. W. Barfoot	4	2	2	0.94
C. W. Lawrence	4	1	3	0.99
J. R. Rogers	4	0	4	.064

FAST TIME.

The O. R. & N. operates through trains and cars from Portland to Chicago, giving a choice of two routes, with three trains a day each way. These trains are operated on fast schedules and are equipped with the latest types of Pullman cars, both first and second class. Ticket office, Third street, corner Oak.

Dr. Lamotte's French Corn Paint. The best corn cure; 25 cents. All druggists.

NEARLY TWO CARLOADS

YESTERDAY'S PHENOMENAL RECORD AT EILERS PIANO HOUSE.

Not Moving to 'Frisco, but Here to Stay—Buyers From Everywhere—Look Over the List of Names.

Saturday, the 8th, will go on Eilers Piano House books as the banner day in the history of hurry-up piano-selling in Portland. "From early morn till dewy eve" our spacious warerooms were thronged with eager buyers, each one anxious to take advantage of the phenomenal bargains now offered. If the instruments sold by us yesterday were loaded into freight car, they would nearly fill two large cars, and most of the pianos sold were of the choicest and most costly kinds, which cannot ordinarily be bought for less than $500. And there were some sold that would cost as much as $650.

People from all over the great West are taking advantage of this great sacrifice sale. Many people are coming to Portland specially to secure one of the many fine pianos included in the sale. Several pianos were sent way into Idaho, and yesterday a mail order came in for an instrument to go to Oroville, Cal., which will promptly go forward Monday.

Among Saturday's sales may be found the names of the keenest judges of piano values in the city—heads of some of the largest mercantile institutions, expert accountants, sawmill owners, teachers, physicians, railroad men and ministers. All of the names cannot be published at this time, as some of the instruments are intended as Christmas surprises. But the list is large enough so that a round half-dozen names may be omitted without seriously detracting from the great showing.

Taken from yesterday's sales reports are the following: Pacific College, Newberg, Kimball in walnut; Ruth Assembly, United Artisans, Hinze upright; Frank Gran, Whitney upright; Albert Roulet, fancy Omaha exhibition Kimball; Mrs. E. A. Soule, Ilwaco, Burdette; Frank Ludesher, Fischer piano; Sarah Savage, Kimball organ.

G. W. Woodworth, a prominent Hood River rancher and capitalist, came down and secured another fancy Omaha prize style of the Kimball piano; Mrs. Dora Turner, Maygers, Lindell upright; G. A. Larson, Kimball in fancy walnut; William M. Roberts, the same style in oak case; J. L. Small receives a Whitney; Miss Florence Patty, fancy French burl walnut Kimball; same style in fancy San Domingo mahogany, to Miss Sperry; Bessie Thun, a fancy walnut Kimball, to be shipped to her home at Dundee; Dr. McLean, a very fine specially selected sample Weber, in San Domingo mahogany; Miss E. Collins, a Steinway piano; a Busch & Gerts to Mrs. S. Fischer, and a Kelso to Miss P. H. Wood.

A fancy exhibition organ was selected by Mr. R. C. Flint, to go to Ballard, Wash.; Rev. F. A. Reed selected a chapel organ to go to a far-away Central Idaho mission. Two wealthy Idaho capitalists and mining men, Messrs. Frederick T. Deane and Mr. J. Carlson, secured a fancy mahogany-cased cabinet grand Chickering, and a fancy rosewood-finished World's Fair exhibition style Kimball upright. Still another Kimball will be shipped to Mr. D. W. Copien, a relative of the latter gentleman. A very fancy Rosewood Chickering grand was sold to a prominent resident on King's Heights, and the morning mail brought a letter from Rev. Hugh D. Atcheson, formerly pastor of Grace Church here, and now of Dubuque, Ia., announcing the safe arrival of a beautiful Weber baby grand, which he purchased at Eilers Piano House, before leaving for the East, to be delivered at his new Dubuque home direct from factory.

The sale will probably continue another week, although if certain events transpire, it may come to an end on 24 hours' notice.

Many callers seem to be under the impression that it is our firm that is pulling up stakes for San Francisco. Let us state emphatically that this is not the case. We remain here in Portland. Every statement or agreement made by us or by our salesmen will be carried out to the letter. Every instrument will be carefully looked after at all times by competent, trustworthy workmen without charge to the customer. Every instrument sold here is positively guaranteed, and remember, "money back if not satisfied." Take advantage of the bargains we now have to offer.

We are endeavoring to put our business on a footing to enable us to buy out a retiring partner's interest in this concern, and in our desire to accomplish this object without being compelled to borrow money outside or taking in another partner, we are willing to turn you over a fine piano without a dollar of profit this side of the factories that build the pianos. We do not ask to make a profit in this deal, but simply wish to make a turn, and if your home is without a piano it will pay you and pay you handsomely to investigate the Eilers Piano House. Don't forget the street number, entrance 351 Washington street. And do not put off coming until it is too late. Come in tomorrow morning.

FINAL BURIAL.

Remains of Sergeant Ormond Fletcher to Be Laid to Rest Today.

The remains of Sergeant Ormond Fletcher, Company M, Third Battalion, Second Regiment, United States Volunteer Engineers, who died in the Military Hospital, Honolulu, August 27, 1898, will arrive in Portland this morning, and will be interred in the Masonic cemetery this afternoon.

Mr. Fletcher was a deputy under Surveyor-General Habersham at the time he enlisted, and had been County Surveyor of Multnomah County. While in camp at the Presidio he was taken with inflammatory rheumatism, but the attack was not severe enough to prevent his embarking with his company when it sailed. On the voyage to Honolulu his health improved sufficiently to allow him to report for duty on his arrival. The improvement was only temporary, and in a few days after getting into camp he was removed to the Military Hospital at Waikiki Beach, where he died.

Mr. Fletcher was a Mason, and Hawaiian Lodge, No. 21, A. F. & A. M., took charge of the funeral services, which were held in the Masonic Temple, Honolulu. The body was then taken to Nuuanu cemetery, escorted by the lodge members and his comrades of Company M, where the Masonic funeral rites were concluded and a military salute fired over the grave.

Mr. Fletcher left a wife, four children and a host of friends in Portland to mourn his loss. He was 40 years old, a native of Canada, and, like scores of others, gave up a noble life for the flag of his adoption. The members of Company M were anxious to give him a military funeral, but Mrs. Fletcher has expressed a wish to have the body reinterred without pomp or ceremony. The services will be conducted at 2 o'clock at St. Stephen's Chapel, corner Thirteenth and Clay streets, by the Rev. Mr. Wilson. All friends are invited to attend. The services at the grave will be private.

Former Comrades Invited.

Attention, Company M, Third Battalion, Second Regiment, United States Volunteer Engineers. All members are requested to meet at the corner of Fourteenth and Jefferson streets at 1:30 o'clock this afternoon, to attend the funeral of Sergeant Ormond Fletcher; civilian dress.

THROUGH TOURIST EXCURSION CARS TO THE EAST

Are operated from Portland over the Oregon Short Line Railroad in connection with the Union Pacific and the Denver & Rio Grande lines, giving choice of routes. These tourist or ordinary sleepers are 16-section cars, all recently built, and are models of comfort. They run through to Chicago and the East without change, and are personally conducted weekly excursions, which means that a special conductor is in charge to look after the convenience of passengers. A through car also leaves Portland daily on the "Chicago-Portland Special," making the run to Chicago in 70 hours. For berth reservations and further information, apply to city ticket office, or address W. E. Coman, general agent Oregon Short Line Railroad, 142 Third street, Portland.

Nicoll the Tailor

GREAT REDUCTION SALE

OUR SEMI-ANNUAL STOCK-REDUCING SALE IS NOW ON....

REDUCING STOCK FOR STOCK-TAKING

Garments to order for cost of material and making

Largest variety of fine woolens west of Chicago to select from.

See the latest full-dress suitings.
See the latest goods for Raglans.
See the latest goods for fancy vests.

See all the latest weaves and colorings in fine fabrics for gentlemen's garments to order.

Satisfaction guaranteed in all cases.
Garments to order in a day, if required.
No trouble to show goods.
All work made in this city by best jour. tailors.
Samples mailed, garments expressed.

Nicoll the Tailor

108 Third Street, near Washington

THE SUNDAY FUNERAL.

Movement to Do Away With It Except in Emergencies.

Among the clergy, officers of cemeteries and funeral directors all over the country there is a movement looking to the discontinuance of the practice of holding funerals on Sunday, except in emergency cases. The management of Riverview cemetery is understood to favor the reform. On this subject, the following from Park and Cemetery, published in Chicago, is pertinent:

"One of the needed reforms in connection with cemetery management is that of the Sunday funeral, which has been under discussion now for a number of years, and which resulted in some diminution of the evil, though there remains ample grounds for still further reform. It is a good sign, however, for the cause, when the parties chiefly in interest, viz., the clergy, cemetery officials and funeral directors, join hands in the movement, and were this to become more unanimous there is no doubt but that the Sunday funeral throughout the country would be a thing of the past, except in extraordinary cases. It is necessary that there must be exceptions in the complete abolishment of the practice, for instance in the case of contagious diseases, or where the welfare of the community might in any way be imperiled by a postponement of the ceremony, but this is easily provided for. There are so many reasons why the Sunday funeral as a custom should be discontinued and so very few in its favor, that to urge co-operation among those having the opportunity and power to encourage its discontinuance becomes a duty. One has only to remember such incidents as may have interested him in a visit to the cemetery on Sunday where possibly several funerals were in progess, to enlist his conviction against the observance—the unruly intruders, the unseemly movement from one grave to another, the absolute disregard of the rights of lot owners, the damage to the lots, and the general lack of a becoming sympathetic demeanor—this and much more inevitably serve to prove that Sunday under present cemetery conditions is not the day for such a service. This does not take into account the rights of those called into the extra service on the Sabbath, and this is a very important feature of the question. Take it all together the Sunday funeral except in rare instances serves no useful purpose, while it infringes on the rights of many and imposes unnecessary and irksome extra duties upon those necessarily called upon to serve. Attention to this needed reform is especially directed to the clergy, funeral directors and cemetery officials of our small towns and villages. In such communities it is often difficult to inaugurate such a movement, but it is quite as necessary there as in the large cities, and the man who starts such a reform and carries it to success may be sure he is working in a good cause and is deserving of the good will of his neighbors. Here is a suggestion for the clergy. In connection with the general question great credit is due to the Catholic church for the active part it has taken in promoting and encouraging this much-needed reform."

Court Notes.

In the estate of Andrew Snover, who died intestate December 3, a petition for letters of administration was filed in the County Clerk's office by Susie Pendleton, his sister, and Albert L. Stone. The estate is valued at $10,100. The only living heir to the estate is a daughter, Julie E. Snover, aged 14 years.

Judge Cleland yesterday entered decrees by default in the following mortgage-foreclosure cases: Trustees of the Episcopal Fund vs. F. H. Lechler et al., for $3068 40; Peninsular Real Estate Company vs. Vincent J. de Freitas et al., for $2180, and $1162 interest and $200 costs.

The divorce case of Caroline Sechtem vs. Antone Sechtem was dismissed on motion of the plaintiff's attorney.

Dr. Charles F. H. Wilgohs, of Akron, O., has been celebrating his 97th birthday. The venerable physician still attends to his patients, even visiting them at night when called upon to do so. He was born near Kill, Germany, and came to this country in 1835.

ROUND-UP OF MEDIUMS.

Second Meeting of Expert Spiritualists Is Called.

The following notice has been handed to The Oregonian for publication:

"There has been instituted under the direction of the spirit forces, through the mediumship of Mrs. M. A. Share, a series of medium's receptions. The first of these was held at the home of Mrs. Share, at Woodlawn, on Tuesday, November 13, and was a great success, both as to attendance and the interest manifest. The reception was held from 10 A. M. to 5 P. M. Refreshments were served at 12 o'clock, and a programme consisting of music, both vocal and instrumental. Short addresses and recitations were rendered.

"The second of these receptions will be held at the home of Captain J. H. McMillen, 285 Crosby street, on Tuesday, next, the 11th inst., from 1 P. M. to 9 P. M. The object of meetings is to bring all of the Spiritualist mediums of Portland into a close sisterly and brotherly acquaintance for their mutual advancement and protection. An invitation is extended to all mediums of whatever development, station, nationality or color, and all Spiritualists who can are also invited to attend. A musical and literary programme will be rendered during the afternoon and evening, beginning at 2:30. Refreshments will be served at 6 o'clock."

Goat Mountain Mining Company.

The Goat Mountain Mining & Tunnel Site Company has been incorporated under the laws of the State of Washington, mainly by Portland men. The head office of the company will be at Winlock, Lewis County, adjacent to the claims. E. A. Sessions and G. G. Ames, of Portland, with W. A. Gray, of Cowlitz, and T. A. Gray, of Winlock, are trustees; W. A. Gray is president; G. G. Ames vice-president, and E. A. Sessions is secretary and treasurer. C. E. Leonard has been appointed resident agent of the company at Winlock. The capital stock is divided into 1,000,000 shares, at the par value of $1 each.

The property of the company consists of 21 claims, in the St. Helens mining district, Lewis County, and includes the Minnie Lee, Excelsior No. 5, North Carolina No. 5, Kid claims Nos. 1, 2, 3, 4, the Alexander claims Nos. 1 and 2, Hamilton claims Nos. 1 and 2, White Jacket Nos. 1 and 2, Portland Nos. 1 and 2, and a tunnel site 1500 by 3000 feet. E. A. Sessions, of Portland, is authorized to solicit subscriptions to the treasury stock. A 500-foot tunnel will be run on the property within the coming year. Several very promising leads are known to exist on these claims, and one of the finest water powers in the world is included.

"77"

The use of "77" sends the blood tingling through the veins until it reaches the extremities, when the feet warm up and the Cold is broken.

Like malaria, grip pervades every malady caused by taking cold, and takes on a grippy nature, including not only coughs, colds, bronchitis, catarrh and sore throat, but also rheumatism, kidney and bladder diseases, which are either caused or aggravated by taking cold.

Be sure to send for a copy of the new edition of Dr. Humphreys' Manual, 144 pages, on the care and treatment of the sick in all ailments, mailed free.

Humphreys' Homeopathic Medicine Co., Cor. William & John Sts., New York.

GRIP