RACE UP COLUMBIA

Bailey Gatzert and Charles R. Spencer Try Speed.

SPENCER COMES OUT AHEAD

But Regulator Liner Makes Twelve Landings Against Four by the Opposition Craft---Fares Refunded.

The sternwheelers Bailey Gatzert and Charles R. Spencer raced from Portland to The Dalles yesterday. Both boats left this city on time, at 7 A. M. The Spencer arrived at The Dalles at 2:45 P. M., and the Gatzert 20 minutes later. As they did not make the same number of landings, it was hardly a fair test of the relative powers of the steamers, but the showing is very gratifying to the Regulator people. Their boat stopped at 12 landings between Portland and The Dalles, while the Spencer stopped at four.

"The Gatzert stopped at eight landings more than the Spencer did," said an officer of the Regulator Company yesterday. "Allowing five minutes to each of these landings, she was delayed 40 minutes more than the Spencer. As the Gatzert was only 20 minutes behind the Spencer in reaching The Dalles, she thus beat her 20 minutes actual running time. The places where the Gatzert stopped to land or take on freight or passengers were Vancouver, Washougal, Remington, Cascade Locks, Carsons, Collins, White Salmon, Lyle, Stevenson, Butlers and Mt. Pleasant. She also stopped to transfer passengers to the steamer Dalles City. The Spencer, I understand, made landings at Stevenson, Hood River, Collins and a woodyard.

"After this showing it is needless to ask which is the faster boat; and to show our faith in the Gatzert, we will continue to offer to refund all fares every time we reach The Dalles or Portland later than the Spencer. When our boat got to The Dalles yesterday we cheerfully paid back to every passenger the amount he paid for his ticket."

Captain Spencer made the trip to The Dalles on his boat yesterday. To make things more interesting he offered to pay a dollar to every passenger on the Spencer if she was beaten on the run. No money was wagered on the result of the race by the owners of the boats.

ARRIVAL AT THE DALLES.

Great Excitement on Water Front When Rival Boats Came In.

THE DALLES, Or., Dec. 12.—(Special).—That the river rate war is neither dead or sleeping was indicated this morning when attractive posters were scattered liberally about the streets of this city announcing that on the trip up the river from Portland today the Bailey Gatzert would not only beat the time of her rival, the steamer Spencer, at all landings, but that if she did not land this afternoon at her dock in The Dalles before the Spencer arrived, the fare of all passengers on the Gatzert would be refunded.

Naturally the interest of friends of both lines was centered on the river front this afternoon when, at 2:45 o'clock, the Spencer rounded the bend below the city and arriving at her dock, began discharging passengers and freight. Twenty minutes later the Gatzert hove in sight and made her landing, to the jeering toots of the Spencer's whistle. A large crowd witnessed the arrival of the steamers. About 70 fares were returned by the Gatzert office. While the friends of the Spencer were jubilant over the outcome of the race, the Gatzert people claim that their steamer made three times more landings than their competitor.

The Gatzert spielers announced in the streets tonight that the refunding of fares will be continued for the present on all trips where the Gatzert is not docked before the Spencer.

It is reported that the Spencer will go off the run for tomorrow for a few days' repairs.

PERISHED IN THE COLUMBIA.

Inspectors Believe Japs Who Left the Indravelli Were Drowned.

ASTORIA, Or., Dec. 12.—That the seven Japanese who escaped from the Oriental liner Indravelli have been lost is the opinion of the Government inspectors who have been engaged in the search for them. This morning the customs launch Patrol returned from upper river points where five inspectors made a thorough search from Altoona to Eagle Cliff without finding the least trace of the missing men. Inspector McFaron said tonight: "The Japanese either were picked up by a small boat while the Indravelli was lying off Brookfield, or else the men have perished in the Columbia in an effort to escape from the vessel. The captain of the Indravelli scouts the idea that a small boat could have come alongside while the steamship was at anchor without detection, and his version is probably correct. We made a most thorough search of the country where the men were likely to be if they succeeded in reaching shore, but could find nothing which would confirm the belief first prevailing that the men swam to the river bank from the vessel.

"This afternoon the Indravelli was searched high and low, but the search was fruitless. I am satisfied they did not leave the vessel in the lower harbor, for an attempt to swim ashore there in the icy water would have been the height of folly. The ship lay only 100 yards from shore at Brookfield, and the men probably left her at that point. They had every reason to make the attempt, not only because this country looks good to Japanese, but because those whose papers were irregular will be compelled to face serious charges on thir return to Japan. It is reported that the deported Japanese, 18 in number, exhausted every possible means to escape deportation, even offering the Government officers a large sum of money to permit them to escape. With sure imprisonment ahead of them they accepted the last chance and went over the side of the vessel, succumbing in the bitterly cold waters of the Columbia."

WILL CALL AT PORTLAND.

China Commercial Puts This Port on Its Schedule.

SAN FRANCISCO, Dec. 12.—Eng Hok Fong, president and general manager of the China Commercial Steamship Company, which is operating a line of steamers between Hong Kong, Manzanillo and this port, has arrived from Mexico. He says that his company has found its Pacific Ocean enterprise a paying one, and is now figuring on increasing its steamer service between the Orient and the Pacific Coast ports.

As regards the proposition to establish a regular service to Portland, Eng Hok Fong confirms the report to the effect that the experimental visit of the company's vessel to the northern port had proved successful, and that it is the intention to include the North hereafter in the traffic territory of the company.

Exonerates the Captain.

Dr. Candiani, the Italian Consul, held an investigation yesterday of the wreck of the Italian ship Cavour. The report that he will make to his government will exonerate the captain and officers of any blame in connection with the disaster. As he may require some further testimony from the sailors, he has arranged with Sullivan & Grant to care for the men until Monday, after which they will be granted their discharges. The captain and four of the sailors, who are Chileans, will be sent to Callao.

Watchman's Busy Night.

SAN FRANCISCO, Dec. 12.—Commander Milton, U. S. N., inspector of the Twelfth Lighthouse District, has given notice that a fixed white light will be maintained each night over the capsized barge moored over Blossom Rock, San Francisco Bay. The barge will be raised as soon as practicable. A dredge moored near the rock sprung a leak last night, and is in a water logged condition. Its watchman, Joe Lupke, remained on board all night, working a hand pump, and was in an exhausted condition when relieved today.

French Skipper Lost.

MONTEVIDEO, Dec. 12.—The French ship Bayonne, from Dunkirk, bound to San Francisco, has put into this port with her rigging badly damaged. During a severe storm on the passage, Captain Grandet, the vessel's master, was swept overboard and lost.

Marine Notes.

The French bark Amiral Halgan has finished loading wheat at Oceanic dock.

The steamship Stanley Dollar arrived up yesterday afternoon and berthed at Montgomery dock No. 2. She will take on a cargo of wheat for Japan.

The British ship Vermont was cleared yesterday by the Portland Flouring mills for the United Kingdom. She carries 113,241 bushels of wheat, valued at $88,327.

Domestic and Foreign Ports.

ASTORIA, Or., Dec. 12.—Left up at 9 A. M.—British bark East African, schooner Mabel Gale. Condition of the bar at 5 P. M., moderate; wind west; weather cloudy.

San Francisco, Dec. 12.—Arrived at 10 A. M.—Steamer Nome City, from Portland.

San Francisco, Dec. 12.—Arrived—Steamer Alliance, from Portland. Sailed—Steamer Signal, for Coos Bay; schooner C. T. Hill, for Tillamook; steamer Queen, for Victoria; brig W. G. Irwin, for Roche Harbor; steamer Empire, for Coos Bay; steamer Melville Dollar, for Gray's Harbor.

Hong Kong, Dec. 12.—Arrived previously—America Maru, from San Francisco.

Yokohama, Dec. 12.—Arrived previously—Tartar, from Vancouver, for Hong Kong.

Seattle, Dec. 12.—Arrived—Steamer Portland, from Nanaimo. Sailed—Steamer Conemaugh, for Nanaimo.

Cherbourg, Dec. 12.—Sailed—Steamer St. Paul, from Southampton, for New York.

STORES TO CLOSE ON HOLIDAYS

Merchants Sign Retail Clerks' Union Agreement.

The Retail Clerks' Union has been circulating a petition among the merchants of the city and have secured the following signatures to an agreement to keep stores closed evenings until December 19, closed all day Christmas, and after 12 o'clock New Year's day:

BenSelling, Knight Shoe Company, Moyer Clothing Company, Eastern Outfitting Company, Samuel Rosenblatt & Co., A. J. Prager & Sons, Meier & Frank Company, Olds, Wortman & King, Vanduyn & Walton, Lipman, Wolfe & Co., Salem Woolen Mills Store, Chicago Clothing Company, Eggert-Young Company, Jacob Rosenthal, McAllen & McDonnell, Roberts Bros., Famous Clothing Company, A. B. Steinbach & Co., L. Shanahan, M. Sichel, the Strain Tailoring Company, Hewett, Bradley & Co., Beutgen & Fearey, W. J. Fulham, Leo Seiling, Lion Clothing Company, Marks Shoe Company, Sealy, Mason & Co., The Hub, Goddard-Kelley Shoe Company, F. Dresser & Co., Oregon Mercantile Company, Buffum & Pendleton, Welch, the American Clothier, Boston Store, Fest's Shoe Store, L. Krause, Oregon Shoe Store, Baron's Shoe Store, Housman Bros., Will Wolf & Co., John Dellar, Samuel Bromberger, F. J. Fellows, Robinson & Co.

The following will be closed all day New Year's: Knight Shoe Company, Meier & Frank Company, Olds, Wortman & King, Lipman, Wolfe & Co., McAllen & McDonnell, Roberts Bros., L. Shanahan, Oregon Mercantile Company, Boston Store.

Stores will not be open evenings after Christmas.

PERSONAL MENTION.

Gerald Griffin McLoughlin, of Brooklyn, N. Y., is at the Imperial Hotel.

Mr. A. B. Nawratel, president of the Nome Quartz Mining Company, is still confined to his bed with the rheumatism.

W. T. Hume, attorney, is confined to his home at Hoyt and Twenty-third streets, with a very serious attack of pneumonia.

E. N. Hall, who has been ill with pneumonia for the past two weeks at his home, 304 North Twenty-fourth street, is convalescent.

OREGONIAN NEWS BUREAU, Wash., Dec. 12.—Charles H. Carey, of Portland, arrived in Washington this evening and will remain several days before continuing his trip to Florida. He says he is merely on a pleasure junket and expects to be home by Christmas.

A SANTA CLAUS DISASTER.

After starting on his journey from Christmas Land a short time ago, Santa Claus lost a number of Christmas pianos off his load. This was due doubtless to the extra large number he carries this year. At all events, these pianos have come into our possession. They are genuine Christmas pianos in special designs, gotten up by Santa Claus himself, the prince of designers, expressly for Christmas presents. Owing to the unusual manner in which they were secured, we are making extremely low prices, considering the merit of the instruments. They are the rarest pianos that ever came to Portland. If you secure one you will be lucky. Eilers Piano House, No. 351 Washington street, corner Park.

B. B. RICH MOISTENING-BOX.

Holds 50 and 100 cigars. Appropriate for smokers, $2.50 to $5.

Diamond and Watch-Voting Contest.

The vote in the Order of Washington diamond and watch contest was counted again last night. Considerable rivalry is being shown in this contest. Three unions in the city have candidates for these prizes. The vote now stands:

Miss Ivy Vorbeck	640
Miss Edith Erichel	540
Miss Martha Brunner	420
Mrs. J. B. Allen	80
Mrs. J. E. Bruce	20
Mrs. Elsie Lockwood	20
Miss Elvira Goergen	20
William Heater	600
Fritz Mathias	440

Not Enough Cement.

Three inches of cement was all that separated the bed of the fireplace from a wooden sill, beneath in the residence of Louis Rau, 569 Irving street, and when the cement became thoroughly heated, the wood under it caught fire last evening. A still alarm was turned in at 8:55, and for over an hour the firemen dug away at the cement to get at the seat of the blaze. Had not the fire been discovered early in the evening the building would undoubtedly have suffered severe damage. As it was, the loss was nominal.

BUSINESS ITEMS.

If Baby Is Cutting Teeth.

Be sure and the that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

GOES EAST TODAY

E. H. Harriman Will Leave for New York.

NO ACTION ON CONDON ROAD

Project Will Be Discussed With President Mohler---Building of Huntington-Lewiston Branch Not Yet Seriously Considered.

E. H. Harriman spent another busy day in Portland yesterday and added to the already large stock of information that he has absorbed since reaching this state. This afternoon he will start eastward for New York. He has tarried here this long time until Peter Gerry should be out of danger, who is sick of typhoid fever at St. Vincent's Hospital.

Mr. Harriman's time yesterday was divided between the O. R. & N. headquarters, his private car and the Arlington Club, and at all of these places his time was fully occupied both in a business and in a social way. The unavoidable absence of Mr. Mohler from the city has prevented action on some matters which were under consideration when Mr. Harriman started West. The proposed road to Condon is one of these projects, which has been passed up for the present, but may be taken up as soon as Mr. Harriman reaches New York, where he will meet Mr. Mohler.

When the Condon road was mentioned to Mr. Harriman yesterday he at first disclaimed any intentions of immediate consideration of the project, but stated that they proposed to develop the territory through which they operated as rapidly as possible, and that he presumed that the branch through Gilliam County would be reached in due season, but until he conferred with Mr. Mohler regarding it he could make no definite statement as to when the matter would be taken up for action. Mr. Harriman said that he was quite favorably impressed with the Puget Sound cities, and corroborated in a measure, the published report that the Union Pacific system would be extended to Seattle and Tacoma.

On this point he was not inclined to fix a time limit, but stated that the steady growth of the Puget Sound country and the increasing population would demand increased facilities. The Union Pacific is already doing considerable business with Seattle and Tacoma, and would like to increase that business in keeping with the growth of the country. To do this, increased facilities will be needed and the Union Pacific will endeavor to supply them.

"Financial conditions just preceding a Presidential election are never sufficiently easy to warrant elaborate increases of new mileage," said Mr. Harriman, "and while no very extensive new work will be undertaken during the coming year, no permanent work in the way of track betterments or anything that will facilitate the movement of traffic over roads already built will be neglected."

Regarding the proposed railroad from Huntington to Lewiston, Mr. Harriman said that while he believed that such a road would be secured on a very easy grade and would pass through a country susceptible of developing considerable traffic, as yet the O. R. & N. had not seriously considered building the road.

"We will get into the new districts in our territory as rapidly as possible," said Mr. Harriman, "and will not even wait for a revenue-producing traffic to be developed before affording the facilities, although we must of course have some assurance that the country is susceptible of sufficient development to warrant the construction of a road."

Mr. Harriman has not yet had an opportunity to discuss Oriental trade with Ben Campbell, whom he dispatched to the Orient several months ago for the purpose of studying trade conditions and possibilities in the Far East, but he expressed himself as very confident of a rapidly growing business for his steamers, and reiterated his former intention of providing a service from Portland adequate to meet the demands.

ACQUITTED AND PUNISHED.

Comment From Tillamook on Asa B. Thomson Trial and Its Results.

TILLAMOOK, Or., Dec. 9.—(To the Editor.)—An innocent-looking paragraph in last Sunday's Oregonian ought to stir to indignation the American blood of every lover of fair play in the land. We are informed that the Department of the Interior refuses to reinstate Asa B. Thomson in the La Grande Land Office, on the ground that his recent indictment and trial "has impaired his usefulness." The shameless disregard of private rights and public decency involved in that proposition certainly reaches the limit.

The Secretary, in effect, says to Mr. Thomson: "I admit that my agents have combined with confessed perjurers and landgrabbers to blacken your character with false accusations; I admit that your character has been triumphantly cleared in court; that the charges were false; that your accusers were unworthy of belief, and were actuated by unworthy motives, but, nevertheless, while we have not succeeded in destroying you by false charges, we have done you some damage, and will punish you for that!" "O tempora! O mores!"

Suppose the head of a large firm should treat a trusted employe in such manner? Suppose a manager should suspend a bookkeeper, pending an investigation, and at the close should say: "I am satisfied of your innocence. You have been faithful and efficient in your duties, but my detective has slandered, and has thereby damaged your character to some extent, and therefore I will not try to make amends to you for the injustice, but will discharge you from my service." Can one suppose any sane man would do or say such a thing in private affairs? And yet that is exactly what the honorable, the Secretary of the Interior of the United States of America, has said and done.

I do not know Mr. Thomson. His guilt or innocence is no concern of mine, except the natural human impulse to rejoice in the vindication of any good man, but I do know that he has been tried before a Judge of unchallenged fairness, by a jury of our best citizens, prosecuted by an attorney of exceptional ability and persecuted by a gang of lawbreakers, who, if their story had been true, would not have hesitated a moment to add bribery to the crimes which Mr. Thomson thwarted, and that, in spite of all this, he has come out of the fire without the smell of smoke on his garments. And yet the powers that be, for a time, not only refuse to make any amends for their assault on the fair name of a citizen, but insist on punishing not the landgrabber who suborned perjury, not the rogues who shamelessly confessed their attempted crimes, not the bringers of false charges, but the faithful official who sturdily blocked the scheme of fraud and crime. T. B. HANDLEY.

Mobs of Women.

Boston Herald.

Recent events in several places have revealed a curiosity on the part of women and a resolution to gratify it that, as one may say, break the record. At the wedding of Miss Goelet to a scion of the British nobility a short time ago, New York was treated to a spectacle surpassing anything of the kind in its history. Women to the number of many thousands, well-dressed women, such as under ordinary circumstances would pass as well-bred women, crowded Broadway in a struggling mass, eager to get a sight of the bride. They impeded travel, they fought for places of vantage, they did the most absurd things, dared dangers innumerable, baffled the powers of the police to keep them within bounds, and many of them received severe injury. It was an amazing demonstration of the 20th century woman's daring self-assertion. Almost worse was the affair in Newark, N. J., at the consecration of Bishop Lines. Here many were hurt and many more had their raiment badly rent in squeezing through the iron gates about the church. The police could not control their wild rush to get inside. The solemn religious nature of the occasion did not in the least affect their resolve to see the ceremony at any cost of dignity and peace. It was a free show and they were bound to take it in.

MEMORIAL TO JEFF DAVIS.

Daughters of the Confederacy to Erect Monument at Richmond, Va.

Baltimore Sun.

The United Daughters of the Confederacy, at their meeting last week in Charleston, S. C., approved the design for the memorial to Jefferson Davis, to be erected in Virginia. As the Davis Monument association had already accepted the design, this is the plan finally adopted, and work is expected to begin soon on this superb memorial to the only president of the Confederacy.

William C. Noland, a Richmond architect, conceived this memorial and incorporated some of the ideas of Edward V. Valentine, the Southern sculptor, who will execute the heroic statue of Davis and the figure of the South is to cap the central shaft.

The memorial is a semicircular colonnade, formed of a series of 15 columns, 13 of them Doric. The diameter of the semicircle is about 52 feet, while from the steps leading to the floor of the colonnade to the middle of the column is approximately 30 feet. The columns are each about 18 feet high. The arches between them are to be adorned by historical inscriptions and by tablets bearing coats of arms of the 11 states which seceded, with those also of Missouri, Kentucky and Maryland.

In the center of the space, half inclosed by the granite columns, typical of the Confederated States, rises a shaft 56 feet from its base and more than five feet in diameter. It is twice belted by bronze plates. These fall upon the lines where the huge blocks of granite are cemented, giving the shaft the appearance of a monolith. Far up the great pillar, under the shadow of the capital is the motto of the Confederacy, "Deo Vindice" ("God our Vindicator").

The bronze belts are relieved in front by the obverse and reverse sides of the Great Seal of the Confederacy. The space between will probably bear an inscription, possibly "The Confederate States of America, 1861-1865." This and many other details are yet to be worked out. Resting upon the capital of the shaft is a pedestal supporting the female figure of the South. This is to be about seven feet in height, and from the street will appear life size.

In front of the pillars will stand a heroic bronze statue of President Jefferson Davis, designed by Mr. Valentine, the sculptor of the noted statues of Thomas Jefferson and R. E. Lee. Mr. Valentine in his model has placed Mr. Davis upon a pedestal nine or ten feet high, and the figure itself will be about eight feet high. The President is represented at a period of life when his physical and mental forces were at their best. Possibly he will be in the pose of speaking, one hand extended, the other resting upon an open book lying on a stand beside him.

The site of this memorial, which will be the most notable of all Richmond's many monuments, has not yet been selected. A special committee is to decide on the location. Several sites are available. Active work on the monument will probably begin early in the Spring, and it is believed that the memorial can be completed within three years. Of the $70,000 which the monument will cost, about $63,000 is already in the fund of the Davis Monument Association, and the remainder can be easily raised by the women who have already secured such a large sum.

MONEY AGAINST HIM.

Wall Street Would Back Democrat Against Roosevelt.

Wall Street Journal.

In view of the affiliations of Harper's Weekly, its statement that Wall street will be in favor of the Democratic candidate for President next year, provided he is a "conservative," possesses the largest significance. This statement practically confirms what was said in the Wall Street Journal some days ago, that a political revolution was in progress in this country, and that financial interests which in the last two Presidential campaigns gave their support and their money to the Republican party, were now prepared, on account of their antagonism to President Roosevelt, to transfer their support to the Democratic party, provided it should be impossible to defeat him in the Republican convention, and provided that the Democratic party cut loose from Bryanism.

This has been apparent to well-informed persons ever since the municipal election in this city, but this is the first time that it has been openly admitted in a place known to have intimate connections with financial interests opposed to Mr. Roosevelt. This opposition which has heretofore been carried on in a secret way and by covert suggestion and inuendo is now apparently about ready to appear in the open.

That leading financial interests should be prepared to go over to the Democratic party, which is the party of free trade or at least of such tariff revision as points towards free trade, is altogether extraordinary. For the properties of these financial interests are largely concerned in the maintenance of a protective tariff, and even if they were not, business men have, as a rule, been antagonistic to any propositions for radical reform in that direction, because they know the unsettling influence of tariff agitation and the demoralizing effect of tariff legislation upon trade. That these powerful financial interests, therefore, should be ready to transfer their allegiance to the party of tariff reform in a Presidential election, is clear proof of the intensity of their antagonism to President Roosevelt, who is altogether likely to be the candidate of the Republican party next year. If these interests carry out their present programme, it is clear that they will do so either because they are willing to risk the enactment of a tariff reform measure in case of triumph of the Democratic party, or else because they believe that by their support of its candidate they can prevent that party from taking any more than nominal steps toward carrying out the policy which in all probability they will be compelled to advocate in their platform.

No fact, it seems to us, is of more far-reaching importance to the business and the politics of this country than the fact of this financial opposition to the President of the United States who has had the courage to enforce the law and advocate publicity. This financial opposition in itself presents an issue to the people of this country of grave import.

A New Way of Using Chamberlain's Cough Remedy.

Mr. Orthur Chapman, writing from Durban, Natal, South Africa, says: "As a proof that Chamberlain's Cough Remedy is a cure suitable for old and young, I pen you the following: A neighbor of mine had a child just over two months old. It had a very bad cough and the parents did not know what to give it. I suggested that if they would get a bottle of Chamberlain's Cough Remedy and put some upon the dummy teat the baby was sucking it would no doubt cure the child. This they did and brought about a quick relief and cured the baby." This remedy is for sale by all druggists.

Store Noted for the Best Goods at Lowest Prices

Three Days' Sale

Special Holiday Prices

Of those high-grade Black Goods—for which we are noted—Novelty Suit patterns. Colored Dress Goods and Black Silks.

Watch Us

WE HAVE NO NEED of advertising, particularly. Our store is crowded day after day with intelligent people who are thoroughly competent to judge values without the aid of the professional ad-writer—but the great special cut in prices of high-grade Dress Goods is such that the public in general should be given notice and an opportunity to make selections.

Gentlemen, Make a Note

Colored Dress Goods

Lot 1—Consists of new mixtures, very stylish Suitings, 52-inch, sound values for $1.50 yard. Take your choice Monday, Tuesday and Wednesday for..... **$1.00**

Lot 2—Consists of 54-inch swell mixtures—standard values $2.00 yard—sale price..... **$1.25**

Lot 3—56-inch Zibelines, new shades; sold all over at $2.25 yard. Take your pick for **$1.50**

Lot 4—40-inch Scotch Plaids, standard styles, regular price 75c. Your choice for three days..... **50c**

Lot 5—Cheviot Suitings, all colors; other houses consider this cloth a great leader at $1.50 yard. Yours in any quantity at..... **$1.00**

Lot 6—Watch This—54-inch Broadcloth, all colors; nothing to match it in town for less than $1.50 yard. Our special price..... **$1.00**

SEE US in a line of new Wool Waistings, 85c yd values. Special..... **59c**

High-Grade Black Goods

Black Pebble Llama Suits, standard value $31.00 suit. Sale price.... **$19.00**

Black Mozambique Swell Suiting reduced from $31.00 to **$19.00**

40-inch Black Etamine, regular value $1.60 yd. Special for three days... **$1.15**

58-inch Fancy Herringbone Cheviot, $2.50 grade cut to..... **$1.75**

46-inch Granite Suiting, $1.50 grade cut to..... **$1.00**

51-inch Waterproof Serge, guaranteed, $1.75 grade, cut to..... **$1.25**

52-inch Black Pebble Cheviot, shrunk, $1.50 grade cut to..... **$1.15**

56-inch extra special Cheviot Suiting, $2.00 grade, cut to..... **$1.35**

54-inch Black West-of-England Broadcloth; $2.00 grade; extra fine, cut to..... **$1.50**

46-inch Black Marvelin, $2.00 grade, reduced to..... **$1.50**

50-inch Black Satin Diagonal, $2.00 grade; special for three days..... **$1.50**

48-inch Black Daphne Cord, $2.00 grade, cut to..... **$1.65**

44-inch Black Alligator, fancy weave, extremely swell; regular value $1.75; take it for..... **$1.35**

THREE DAYS of the best bargains on earth in high-grade Black and Colored Dress Goods and Silks.

Watch Us Monday, Tuesday and Wednesday

McAllen & McDonnell

The Remodeled Corner **Third and Morrison Streets**

LIBERTY ON CAB SEAT

HUNDREDS OF NEW YORK JARVEYS STRIKE FOR FREEDOM.

Orders to Shave Too Much for Men Accustomed to Hear Wind Whistle in Whiskers.

The relation between whiskers and strikes is described by the New York Press in discussing the action of the "cabbies" of the metropolis.

Demanding the recognition of their rights as free-born American citizens to wield the whip, if they so elect, with faces draped in such an array of hirsute ornamentation as nature and art make possible, 350 cabmen, employed by the stables that control the stands at five of the biggest hotels and restaurants of the city, went on a strike yesterday.

As a result diners in the Waldorf, Holland House, Cafe Martin, Albemarle and Hoffman House last night had great difficulty in getting to the opera and theater, hundreds of well-dressed men and handsomely gowned women being compelled to walk. The stables in trouble were obliged to shut down altogether, and it is possible more than 1500 men will be called out and 21 stables will be tied up before the grievances of the cabbies are adjusted. Meanwhile habitues of the white light district will have to continue to bear the inconvenience of depending upon the independent cabmen ("line buckers" is their technical name, "pirates" their fares call them) to get anywhere on wheels save those of the trolley.

The strike has been brewing for more than a year, or, to be more exact, since the formation among the local Jehus of the Liberty Dawn Association, with the avowed object, as its name implies, of elevating the star-eyed goddess to the box.

With a working day of 15 hours, the new association had what was considered a fundamental grievance. Yet even that might have been stood if the tension had not been brought to the breaking point by certain regulations adopted recently by William H. Sealch, president of the Hackdriver Employers' Association and owner of the livery privileges in front of the Waldorf-Astoria and Holland House. Sealch is possessed of a soul above that of his drivers and longs for uniformity, of that they had a vague idea. But when he supplemented orders compelling all his cabbies to wear white collars and white silk mufflers, and insisting that all his men should be clean-shaven, it was more than human nature could stand. Vowing vengeance the hitherto proud possessors of carefully tended mutton-chop sidebeards and rakish vandykes appealed to their president, William Ashelen, who reported to the Teamsters' Union, with which the Liberty Dawners are affiliated. Then what remained to be done to make the protest effective was completed by the walking delegate, John Clarke, who, being the driver of a hansom, never walks. The stables involved yesterday were Sealch's, 48 East Thirty-second street; Moulton's and Cruice, Keelan & Co.

It was 7 o'clock this morning when Sealch was informed of the trouble. At first he tried to get substitutes, but failed. At last he was compelled to appeal to the "line buckers" with whom he has been at sword's points to come to his rescue. The Waldorf has been selected by the strikers as the weak point in the enemies' defense. And for a while it seemed as though they were right.

Here the cabbies had stationed pickets in charge of a union man, James Reygolds, and, fearing trouble, the public hackmen fought shy of the big hotel until a call was sent to the Tenderloin Station for extra men. Meanwhile the guests, anxious to get to the theaters, and operas, were clustered, shivering, about the cab stand outside the main entrance, at a loss to understand what was the trouble. When the independent hackmen finally arrived there was a great rush for vehicles.

As presented to Mr. Sealch, who is representing the employers, the cabbies' demand embodies 14 hours for a work day instead of 15 hours, and $15 a week during the winter, and the repeal of the obnoxious regulations as to white mufflers and whiskers. Mr. Sealch said last night:

"I have called a meeting of the employers for tomorrow, when we will discuss these demands as an association. Some time ago we offered to hear their grievances if they had any, but they refused to treat with us as an association and insisted each owner should reach an agreement as such with their union. This contention we shall never entertain. I have posted a notice that this stable would be closed until Friday, when any man who wishes may return to work. But we are all going to stand together. If necessary to hire outside men we will."

The police have been informed that an attempt will be made by the stables to serve their patrons on Friday night or Saturday morning. Protection will be demanded.

THE CADILLAC

Handsome
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252 OAK STREET

AN AMERICAN AND A NEGRO.

The Problem of That Double Nature as One Negro Sees It.

"The Souls of Black Folks," by W. E. DuBois.

Between me and the other world there is ever an unasked question; unasked by some through feelings of delicacy; by others through the difficulty of rightly framing it. All, nevertheless, flutter round it. They approach me in a half-hesitant sort of way, eye me curiously or compassionately, and then, instead of saying directly how does it feel to be a problem? they say, I know an excellent colored man in my town; or, I fought at Mechanicsville; or, do not these Southern outrages make your blood boil? At these I smile or am interested, or reduce the boiling to a simmer, as the occasion may require. To the real question, how does it feel to be a problem? I answer seldom a word.

And yet, being a problem is a strange experience, peculiar even for one who has never been anything else, save perhaps in babyhood and in Europe. It is in the early days of rollicking boyhood that the revelation first bursts upon one, all in a day as it were. I remember well when the shadows swept across me. I was a little thing, away up in the hills of New England, where the dark Housatonic winds between Hoosac and Taghkanic to the sea. In a wee wooden schoolhouse, something put it into the boys' and girls' heads to buy gorgeous visiting cards—10 cents a package—and exchange. The exchange was merry, till one girl, a tall newcomer, refused my card—refused it peremptorily, with a glance. Then it dawned upon me that I was different from the others; or, like, mayhap, in heart and life and longing, but shut out from their world by a vast veil. I had thereafter no desire to tear down that veil, to creep through; I held all beyond it in common contempt, and lived above it in a region of blue sky and great wandering shadows. That sky was bluest when I could beat my mates at examination time, or beat them at a foot race, or even beat their stringy heads. Alas, with the years all this fine contempt began to fade; for the worlds I longed for, and all their dazzling opportunities were theirs, not mine. But they should not keep these prizes, I said; some, all, I would wrest from them. Just how I would do it I could never decide; by reading law, by healing the sick, by telling the wonderful tales that swam in my head—some way. With other black boys the strife was not so fiercely sunny; their youth shrunk into tasteless sycophancy, or into silent hatred of the pale world about them and mocking distrust of everything white, or wasted itself in a bitter cry. Why did God make me an outcast and a stranger in mine own house? The shades of the prison house closed round about us all; walls straight and stubborn to the whitest, but relentlessly narrow, tall, and unscalable to sons of night, who must plod darkly on in resignation, or beat unavailing palms against the stone, or steadily, half hopelessly, watch the streak of blue above.

After the Egyptian and Indian, the Greek and Roman, the Teuton and Mongolian, the negro is a sort of seventh son, born with a veil, and gifted with second sight, in this American world—a world which yields him no true self-consciousness. One feels his two-ness—an American, a Negro; two souls, two thoughts, two unreconciled strivings; two warring ideals in one dark body, whose dogged strength alone keeps it from being torn asunder.

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Amber and meerschaum in profusion. 50 cents to $3. Any B. B. Rich cigar store.

Slight Drawback.

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"Yes, suh," says Brother Dickey, "de col' weather gives folks sich a fine opportunity fer charity—ef so many er dem didn't have ter stay home ter keep warm!"

Scared.

Atlanta Consitution.

It is said General Reyes is very much depressed since he heard "Hiawatha," which he thinks is our National air.

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