

# BRINGS CARGO OF SUGAR AND FRUIT

Steamer Hilonian Returns From Hawaiian Islands Via San Francisco.

WILL REMAIN IN PORT UNTIL NEXT TUESDAY

Captain Johnson Reports Exciting but Uneventful Voyage From the Golden Gate With Bark Annie Johnson in Tow.

The Hawaiian liner Hilonian, Captain Johnson, arrived at Columbia dock No. 1 early this morning before the fog began to rise like clouds of steam from the river and a force of longshoremen were put to work discharging the cargo without delay. The principal features of the cargo are 5,000 cases sugar, 400 cases honey, 400 cases pineapples, and some smaller shipments of other tropical fruits.

The Hilonian brought 15 saloon passengers, 14 from San Francisco and one, J. Kato, of this city, from the islands. Mr. Kato made the round trip on the Hilonian and says he enjoyed it immensely. She also brought the bark Annie Johnson in tow from San Francisco and dropped her at Linton on her way up the river. The bark will load lumber for a return cargo to San Francisco.

## MONEY POURED IN

Collector of Customs Did Big Business During September.

Duties collected during the month of September at the local custom-house were heavier than the average, because of large imports of frecklers from China. On the frecklers alone the treasury of the office was enriched by some \$20,000. The following statement of September transactions was issued by the collector of customs this morning: Vessels entered from foreign ports, 5; vessels cleared for foreign ports, 5; vessels entered from domestic ports, 34; entries of merchandise, for duty, \$4,212,781; entries of merchandise free of duty, \$2,100,000; entries for export to warehouse, \$1,000,000; entries for re-warehouse, \$1,000,000; entries for immediate transportation without appraisement, \$7,000,000; entries of all kinds, 248; entries for consumption liquidated, 148; entries of enrollment granted, 1; licenses for coasting trade granted, 5; licenses to vessels under 20 tons granted, 1; total number of documents to vessels issued, 3; value of exports, domestic, \$467,787.

Receipts from all sources: Philippines tariff fund, \$45,000.00; Philippine tariff fund, \$2,500.00; penalties and forfeitures, \$12,445.00; miscellaneous customs receipts, \$288.50; storage, labor and cartage, \$18.90; official fees, \$38.30; total, \$49,922.70; amounts of refunds and drawbacks paid, \$473.55.

## TRIAL TRIP TOMORROW

Steam Schooner Jim Butler Is Ready to Take First Spin.

Tomorrow afternoon the new steam schooner Jim Butler will be given a trial run down the river, if the plans of her builders do not miscarry. The craft is now receiving the finishing touches at the wharf of the Willamette Iron works in North Portland, and is ready for service except for a few minor details. Captain William V. Olson, formerly master of the schooner Oliver J. Olson and son of the senior member of the Olson-Mahony Lumber company, owners of the new craft, will command the new lumber dropper. The Jim Butler was built at Lind-

# NOT YET TOO LATE

STILL AMPLE TIME TO SECURE FINE NEW PIANO AT YOUR OWN FIGURE AND HELP SWELL BUILDING FUND.

Five of the Finest and Most Costly Brand-New Pianos Donated to Worthy Cause—All Will Be Sold to the Highest Bidder for Cash or Payments—Entire Proceeds Go to Y. M. and Y. W. C. A. Building Fund Committee—Tomorrow Is Last Day.

You still have ample time to secure one of the brand-new costly pianos donated by the Y. M. and Y. W. C. A. building fund, if you attend to it this afternoon at the instruments:

First, the latest Style "E" fancy mahogany Chickering upright, the finest, biggest toned, and most beautifully designed, highest grade American piano—Boston's best.  
Second, the famous Style 15 Quarter-Sawed English Oak Kimball upright, the now world-renowned Kimball, preferred and used by hundreds of the world's greatest artists from Adeline Patti to our own local musical contingent.  
Third, the new style fancy mahogany Hobart M. Cable upright piano—a piano that has sprung into most wonderful popularity, and has been purchased of late years by a larger number of educational institutions and professional musicians than any other.  
Fourth, the fancy genuine selected burled walnut Marshall & Wendell upright—one of the old established "down-Eastern" makes which has proven itself one of the great American home pianos, sweet-toned and durable.  
Fifth, and last, but not least, a genuine late improved Metrolite Piano (choice of oak, mahogany, walnut or ebony case) to match any piano desired—grand or upright.

## You Make Price.

If you wish to help the building fund without in reality parting with a dollar, this is your opportunity. The highest bid on each side submitted in writing secures each respective instrument. You pay ten cents for a chance to bid, in as many bids as you wish to pay for. Successful bidders can pay cash or in monthly or quarterly installments.

See the instruments in the new show window now being completed in the new Elliers Piano House, upper corner Park and Washington streets, and put in your bid. Remember every penny goes to help swell the building fund now being raised by the Y. M. and Y. W. C. A. Bear in mind, too, that tomorrow, October 6, is your last chance. A telephone call to the instruments.

Telephone Exchange 23 for any further particulars. Elliers Piano House, 353-355 Washington street, Portland, Or.

strom's yard at Aberdeen, Washington, and was brought around to this port a couple of months ago for her machinery. She is one of the staunchest steam schooners constructed on the coast and will be able to carry nearly 800,000 feet of lumber. Her first cargo will be taken from one of the local mills as soon as the government inspectors issue their certificates permitting the vessel to go to sea. This will be done in a few days.

## ELDER ALMOST READY

Will Go on the San Francisco Man by First of November.

The steamer Geo. W. Elder is gradually nearing completion and it is said that she will be ready for service about the 15th of this month, although she will probably not go into commission before the 1st of November. The Elder will ply between Portland and San Francisco and touch at Coos-Bay and Eureka both going and coming.

## KELLOGG ON DRYDOCK

Steamer Broke Several Planks in Grounding Near the Locks.

The steamer Joseph Kellogg was lifted on the drydock yesterday afternoon for repairs as a result of having run on a rock near Cascade locks while on her way to Portland Tuesday afternoon.

## ALONG THE WATERFRONT

The barkentine Amaranth left down yesterday with a cargo of lumber bound for San Francisco. She went in command of Captain Jensen, who succeeded Captain Bowen, the latter having accepted command of the new steam schooner Hogue.

An old barge belonging to Captain George Good has slid into the main channel of the river at a point near the Portland flour mills and Harbor-master Biggs has notified the United States engineers. The harbor-master says that he notified Captain Good several weeks ago to have the barge removed from the river bank, but no attention was paid to the warning. The barge will be blown up this afternoon.

The Harrington liner is receiving cargo at Montgomery dock, the liner Barracouta is discharging at the Alsworth dock and the oriental liner Argonne will shift this afternoon to the O. R. & N. Albin dock to commence loading.

Captain F. J. Werlich, inspector of the Thirteenth light-house district, received a letter this morning from Knoper Hans Scott at Slip Point light station, confirming the report of the steamer Santa Ana having been beached near Cape Beale in order to save her from going down. The letter says that the steamer was found to be leaking rapidly on her way from Seattle to Valdes and the crew and passengers were kept busy at the pumps until a suitable place for beaching her was found. The steamer had five feet of water in her hold. The passengers were safely landed at East Clallam.

The light-house tender Heather, Cap-

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# PREACHER MAY BE LAWBREAKER

Rev. A. J. Montgomery Married Couple Contrary to Statute of State of Washington.

## JUST FOUND IT OUT AND NOW IS WORRIED

Lawyers Volunteer Services in Case He Is Put Under Arrest for Offense, and District Attorney Manning Says: "Nothing in It."

Rev. A. J. Montgomery of the Third Presbyterian church does not know exactly whether he has broken the law or not, but he does not think he has, and at any rate has decided to remain in Oregon until such time as the Washington authorities decide to come over and get him. Dr. Montgomery is the minister who officiated at the ferryboat wedding of Neal S. Lester and Etta Newcomb on Tuesday night, when the couple were married on the Vancouver ferry owing to the fact that the prospective groom had secured his license in Clarke county, Washington.

Since the wedding it has been pointed out that the minister offended against one of the laws of the state in which the license was issued. According to this law it is provided that only judges and ministers within the state of Washington are permitted to make hearts happy by the exercise of their prerogative, all

lain Gregory, left down this morning with a number of bell buoys that have been repaired here.

The steam schooner Northland, Captain Jamieson, called last night for San Francisco with 850,000 feet of lumber and several passengers.

E. J. Holt, manager of the Gray Steamship company, was in the city yesterday on his way from San Francisco to Seattle.

## MARINE NOTES

Astoria, Oct. 5.—Arrived down at 3 a. m., steamer Northland. Arrived down at 5 a. m., barkentine Amaranth. Left up at 7 a. m., barkentine Amelia.

San Francisco, Oct. 5.—Sailed yesterday, schooner Comper, for Astoria.

Astoria, Oct. 4.—Arrived at 1 and left up at 3 p. m., steamer Anacostia, from San Francisco. Left up at 3:40 p. m., steamer Hilonian with schooner Annie Johnson in tow. Arrived at 2:15 and left up at 2:40 p. m., schooner Roderick Dhu in tow of tug Defiance, from Monterey. Arrived at 2:30 p. m., barkentine Amelia, from San Francisco.

Astoria, Oct. 5.—Condition of the bar at 8 a. m., moderate; wind southeast; weather clear.

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Worry over the outcome of the problem, as he does not consider that it is of serious importance to the Washington law whether its people are married by Oregon or Washington clergymen just so long as the knot is securely tied.

\$71.50—Chicago and Return—\$71.50  
\$67.50—St. Louis and Return—\$67.50

On October 12 and 13 the Great Northern railway will have on sale excursion tickets as above. Tickets allow 19 days to reach destination and good for return until November 30, stopovers allowed within limit, tickets good going via Great Northern railway, returning same or any direct route. For tickets, sleeping car reservations or any additional information call on or address H. Dickson, C. P. & T. A., 121 Third street, Portland.

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