COLLISION DUE TO MISSING BUOY

Pilot of Steamer T. J. Potter Explains Sinking of the No Wonder.

ASTORIA LINER WAS OUT OF HER COURSE

Pilot Haslam Testifies at Hearing Before Local Inspectors That He Had No Lookout on Forward Part of Boat.

Before United States Inspectors Edwards and Fuller, the officers and crews of the steamers T. J. Potter and No Wonder are today explaining how the collision occurred between the two craft off Gillihan's landing, in the lower Willamette on Tuesday afternoon, January 26.

Captain Fred R. Stinson of the No Wonder and Pilot Harry Haslam, who were on the bridges at the time of the collision, occupied the stand most of the morning session. Both agreed on it being very foggy and that there was a swift current in the river. Many of the marks by which craft shape their courses had been carried away by the ice drifts, making navigation doubly difficult.

Captain Stinson told how the No Wonder was bound down the river with a string of boom sticks in tow when at about 4:45 o'clock the steamer Potter, bound from Astoria to Portland, suddenly loomed up ahead. Captain Stinson gave signals to pass to starboard but they were not answered from the Potter. Instead Pilot Haslam gave the danger signals. Both boats were backing when their momentum brought them together or the accident would have been much more serious. As it was the bow of the No Wonder was abbreviated about eight feet by the sharp stem of the Potter. Being close to shore it was possible to beach her before she filled and sank.

Pilot Haslam of the Potter explained the details of the collision very fully and admitted that he had not detailed a lookout to the forward part of the boat although the fog was thick. He said lookout was kept from the pilot house, about 90 feet abaft of the jackstaff.

"I heard the fog whistles of some boat for quite a while," said Pilot Haslam, "and thought I had the sound located, but suddenly, when standing close in to Gillihan's landing, on Sauvies Island, I heard two whistles and instantly the No Wonder loomed up out of the fog. She was dead ahead and drifting toward us with the current, although her engines appeared to be backing.

"I did not answer the starboard whistles, thinking it impracticable for us to pass because of our close proximity to shore. Instead, I signalled for full back astern and blew the danger whistle. Half a minute later the boats came together. The Potter had been running under slow bell for 22 minutes prior to the collision and this made it difficult to time her against the swift current."

Pilot Haslam explained that because of a black spar buoy having gone adrift near the scene of the accident, the Potter was about her own width out of her course. In answer to a question from Inspector Edwards he said the collision would not have happened had the buoy been in place with the steamer on her regular course.

The hearing will probably last all day and it will be several days before a decision is handed down.

Tomorrow morning the J. N. Teal-Rochambeau collision case will come up before the inspectors.

PORTLAND FAR IN LEAD

Oregon Port's Exports Double Those of Combined Puget Sound Ports.

Portland shipped a great deal more wheat and flour during the month of January than all the Puget sound ports combined, according to a report issued this morning by the merchants' exchange of this city. As to wheat shipments, the Oregon metropolis outdid the whole bunch of Puget sound ports combined at the rate of two to one.

While the exports from Portland were not heavy, as compared with the past three or four preceding months, they exceed the exports from Puget sound 50 per cent. For instance, during the month, Portland exported to foreign ports 664,244 bushels of wheat, and shipped 400,811 bushels to California, making a total of 1,065,055 bushels. During the same time, the combined Puget sound ports sent 392,725 bushels of wheat to foreign ports and 167,925 bushels to California ports, or 560,650 bushels all told.

The flour shipments were as follows: From Portland to foreign ports, 41,316 barrels; from Portland to California ports, 16,967 barrels; total 88,283 barrels. From Puget sound to foreign ports, 66,947 barrels; from Puget sound to California ports, 18,842 barrels; total, 86,429 barrels.

Since the beginning of the cereal season 1908-09, Portland has shipped 8,037,886 bushels of wheat and 554,636 barrels of flour, 5,963,278 bushels of wheat having gone foreign and 2,075,607 bushels having gone to California ports. The bulk of the flour shipments, 414,811 barrels, were destined for foreign ports, 139,744 barrels going to California.

The Puget sound shipments since the beginning of the cereal season are as follows: Wheat to foreign ports, 4,103,547 bushels; wheat to California ports, 1,188,230 bushels; flour to foreign ports, 709,989 barrels; flour to California ports, 137,185 barrels.

NEW REGULATIONS TODAY

Laws Limit Length of Tows of Seagoing Barges and Tow Lines.

(Special Dispatch to The Journal.)

Washington, Feb. 1.—New regulations devised by the department of commerce and labor to limit the length of tows of seagoing barges become effective today. The regulations were adopted after long agitation and investigation of the question. For a number of years mariners have complained of the danger to navigation arising from the excessive length of the barge tows along the coast and in the harbors.

The new rules prescribe that barge tows navigating the inland waters of the United States shall not exceed four vessels tandem, including the tug, and that hawsers shall not run to a length greater than 75 fathoms. The total length of the tows therefore cannot exceed 2000 feet. Provision is made also for bunching the tows on entering New York, Boston and other harbors along the Atlantic coast.

Some discussion has been caused by the limitation of hawsers between vessels to 75 fathoms. Two hundred feet has not been unusual in practice and the lengths as a rule have run from 125 feet up. The regulations provide, however, for lengthening the distances in case of bad weather and outside of the harbors probably no difficulty will be experienced in complying with the law.

WILL REPLACE LIGHTS

Lighthouse Department Kept Busy as Result of Recent Storm.

The lighthouse department will begin work at once replacing the lights and marks that were carried away along the channel between Portland and the sea during the last storm. Tongue Point crossing gas buoy No. 1 and Harrington Point gas buoy No. 14, temporarily replaced by second class ice buoys, have been reestablished and the ice buoys discontinued.

Following lights were carried away in the channel and are to be replaced as soon as practicable: Upper gauge pile light, Taylor Sands light, beacon 1 light, beacon 2 light, La Du light, St. Helens jetty light, Coon island light, Three Tree island shoal light, Swan island bar lower light, Swan island bar upper light.

TENDER GOES NORTH

Armeria Leaves for Seattle With Moorings for Lightship.

The lighthouse tender Armeria left here this morning for Puget sound with mooring for Umatilla reef lightship, which broke adrift a few days ago during a storm. The lightship made Seattle under her own steam in safety after her anchor chains parted.

The tender Heather is in commission replacing aids to navigation in the channel between Portland and the sea.

MARINE NOTES.

Astoria, Feb. 1.—Arrived at 8:15 and left up at 10:15 a. m., steamer Eureka, from Eureka and Coos Bay. Arrived at 8:40 and left up at 11 a. m., steamer Senator, from San Francisco. Arrived at 8:30 a. m., steamer Atlas, from San Francisco and left up at 10:15 a. m.

Astoria, Jan. 31.—Left up at 7 a. m., steamer Northland. Arrived down at 8:30 and sailed at 10:30 a. m., steamer Alliance, for Coos Bay. Arrived down at 3 p. m., French bark Crillon.

San Francisco, Jan. 31.—Arrived at 10 a. m. and sailed at 1 p. m., steamer Yosemite, from Columbia river, for San Pedro.

Redondo, Jan. 30.—Sailed, schooner Lottie Bennett, for Portland.

San Pedro, Jan. 31.—Arrived, steamers Geo. W. Elder and Tamalpais, from Portland. Arrived yesterday, steamer Harold Dollar, from Portland.

Astoria, Feb. 1.—Condition at the mouth of the river at 8 a. m.:

Tides at Astoria Tuesday—High water, 10:47 a. m., 8.6 feet. Low water, 5:10 a. m., 3.7 feet; 6:00 p. m., 0.7 feet.

ALONG THE WATERFRONT

The steam schooner Rainier, which arrived at Oak street dock early yesterday morning from San Francisco, went to Prescott this morning to load lumber.

The Open River Transportation company's steamer J. N. Teal left for The Dalles at 7 o'clock this morning and will operate regularly henceforth, leaving here Mondays, Wednesdays and Fridays and returning Tuesdays, Thursdays and Saturdays.

The steam schooner Northland, Captain Erickson, arrived at Couch street dock last night from San Francisco. She brought some freight and several passengers. She will take lumber at the mills of the Portland Lumber company for a return cargo.

The Harriman San Francisco liner Senator, Captain Nopander, will reach Ainsworth wharf this evening from San Francisco, and the steamer Eureka will arrive at Martin's dock tonight from Eureka and Coos bay.

The Coos bay liner Breakwater will sail from Ainsworth wharf next Wednesday night. Repairs to the rudder post will be completed tomorrow.

The oriental liner Nicomedia is still at Alaska dock loading lumber from rafts. She will probably not be ready to sail for Hongkong until the 10th of the month.

The sailing schooner Loretta Bennet sailed from San Francisco for Portland today under orders to load lumber for a California port.

The Shaver Transportation company's steamer No Wonder was taken to the yards of the Portland Shipbuilding company in South Portland today for repairs.

WATER MUST BE USED

(Continued from Page One.)

gether a mistake. They point out that limitations are being placed elsewhere, and that President Roosevelt has given warning that no perpetual grants of water powers shall be made by the national government. They refer to the fact that 40 years comprises a generation of business life, and that cities have not had difficulty in limiting street railways, gas and light franchises to even 20 and 25 years. They further show that the provisions of the bill allow renewal of the right at the end of the 40 year period on equitable terms, an adjustment being then made in accordance as conditions may change.

Forever Under Public Control.

But the important point, say the friends of the bill, the point not to be lost sight of, is that water powers must be kept forever under public control. They must not be monopolized. At recurrent periods, not too far apart, and yet far enough to allow remunerative return and stability of business, these grants must come back to the people, to be redisposed of as the public welfare may determine. That such immense stores of wealth, now undeveloped, but bearing the certain heritage of millions, should be alienated and given away to private users is an idea that is expected to carry its own refutation among the lawmakers.

Beneficial Use the Test.

Another important part of the measure is the one requiring beneficial use by those who have filed on water powers. Many filings are being kept alive, from year to year, by posting notices and formal compliance with the law. Many alleged rights are thus perpetuated, but nothing is done to develop industry. There is well grounded suspicion that some of the great corporations and leaders in the industrial world have sent out legions of dummies to hold water powers for them. These men, who know that dollars run with every swift current and waterfall, were not prepared to enter on the work of development, and did not expect to make use of the water in their own lifetimes, perhaps, yet have been patiently "conserving" their alleged rights to untold wealth, waiting for the time when other men and cities would have to come to them, begging to use or buy the right to use the power that they are content should lie idle.

This bill proposes to put an end to such wholesale efforts to corner future wealth. It proposes to make beneficial use the test of the right to possess. If the private appropriator, within a reasonable time, probably to be fixed at five yars, builds a power house, erects a factory or starts in some other way to make use of his "rights," he can have them confirmed. But if he continues as a dog in the manger, his claims will be terminated and the power will be saved to the state until such time as a beneficial user is ready to act.

At present the law governing irrigation is so complicated and tangled by conflicting decisions in different states that a lawyer has difficulty in telling a client what his rights are. The conservation commission members want water rights to be as firmly fixed in law as the right to land. This is one of the conditions precedent to the success of large irrigation enterprises under way, particularly those under the Carey act, and one purpose of the water code is to define riparian and appropriating rights beyond dispute.

A CLOSE SHAVE

Many of Them Happening Every Day but Soon Forgotten.

Close shaves would be of more frequent occurrence but for the tender faces of many men, which will not permit of shaving often. Heretofore, nothing has been said in these columns about poslam, a new skin discovery, in connection with its use after shaving. Its publicity and sales have been confined almost exclusively to its remarkable properties as an eczema cure; it stops the itching at once and cures the worst cases in a few days. While the application of poslam after shaving is one of its minor uses, such as for pimples, the complexion, etc., shavers will find it a revelation, as it does for abrasions, roughness, and severe scrapings what it does for all manner of skin difficulties—heals and cures in a few hours. It is the only article possessing real antiseptic and curative value that has ever been exploited for this purpose, and will soothe and tone up the skin as no toilet preparation could possibly do.

Poslam can be had for 50 cents at any reliable druggist's, particularly the Skidmore Drug Co. and Woodard, Clarke & Co., who make a specialty of it. Or the Emergency Laboratories, No. 32 West 25th street, New York city, will send a trial supply free by mail to anyone who will write for it. This is sufficient to show results in 24 hours.

STOCKMEN WILL MEET THURSDAY

Arrangements are nearly complete for the annual meetings of the Oregon Pure Bred Livestock association and the North Pacific Fair association, to be held in the convention hall of the Commercial club Thursday and Friday, February 4 and 5.

J. W. Bailey and N. C. Maris, president and secretary respectively of the livestock association, arranged some of the features of the program this morning. It has been decided to hold a banquet at the commercial club on the night of February 4, for the entertainment of the visiting delegates. Following are some of the topics which will be discussed:

"Relation of Stockyards to the Livestock Industry," "What Portland Packers Propose to Do to Raise the Standard of Livestock in Their Territory," "Relation of the Railroads to the Livestock Industry," "The Oregon Agricultural College," "Oregon's Opportunity in the Pure Bred Sheep Business," "Utility and Fate of the Angora," "How to Get Needed Legislation," "The Harness Horse," "The Other Side of the Question," "Possibilities of the Pure Bred Livestock Business," "Promoting and Managing a Stock Show," "Value of Reliable Statistics and How to Get Them," "Rural Life," "Future of the Horse Business in Oregon," "Possibilities of Trade Relations Between Oregon and the Orient."

CLEVELAND LETTER MAN IS MISSING

New York, Feb. 1.—Attorneys for Broughton Brandenburgh, the newspaper writer charged with forging a letter from the late Grover Cleveland, indorsing William H. Taft for the presidency during the last campaign, today declared to the court that their client had disappeared. They added that they did not know where Brandenburgh was to be found.

Justice Dowling declared the defendant's bail of $1500 forfeited and issued a warrant for his arrest. Brandenburgh was bonded by the American Surety company.

S.S.S. FOR RHEUMATISM

Rheumatism is caused by an excess of uric acid in the blood, which gradually gets into the circulation because of indigestion, constipation, weak kidney action, and other irregularities of the system which are sometimes considered of no importance. This uric acid causes an inflamed and irritated condition of the blood, and the circulation instead of nourishing the different portions of the body, continually deposits into the nerves, muscles, tissues and joints, the irritating, pain-producing acid with which it is filled. Rheumatism can only be cured by a thorough cleansing of the blood, and this is just what S. S. S. does. It goes down into the circulation, and by neutralizing the uric acid and driving it from the blood, effectually and surely removes the cause. S. S. S. strengthens and invigorates the blood so that instead of a weak, sour stream, causing pain and agony thoughout the system, it becomes an invigorating, nourishing fluid, furnishing health and vigor to every part of the body and relieving the suffering caused by this disease. S. S. S. being a purely vegetable blood purifier, is the surest and safest cure for Rheumatism in any of its forms. Book on Rheumatism and any medical advice desired sent free to all who write.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

Despair and Despondency

No one but a woman can tell the story of the suffering, the despair, and the despondency endured by women who carry a daily burden of ill-health and pain because of disorders and derangements of the delicate and important organs that are distinctly feminine. The tortures so bravely endured completely upset the nerves if long continued.

Dr. Pierce's Favorite Prescription is a positive cure for weakness and disease of the feminine organism.

IT MAKES WEAK WOMEN STRONG, SICK WOMEN WELL.

It allays inflammation, heals ulceration and soothes pain. It tones and builds up the nerves. It fits for wifehood and motherhood. Honest medicine dealers sell it, and have nothing to urge upon you as "just as good." It is non-secret, non-alcoholic and has a record of forty years of cures. ASK YOUR NEIGHBORS. They probably know of some of its many cures.

If you want a book that tells all about woman's diseases, and how to cure them at home, send 21 one-cent stamps to Dr. Pierce to pay cost of mailing *only*, and he will send you a *free* copy of his great thousand-page illustrated Common Sense Medical Adviser—revised, up-to date edition, in paper covers. In handsome cloth-binding, 31 stamps. Address Dr. R. V. Pierce, Buffalo, N. Y.

It's only a dishonest dealer, here and there, that will attempt to persuade you to accept a secret nostrum in place of these time-proven remedies of known composition. Resent the insult to your intelligence and trade elsewhere.
R. V. Pierce, M. D., Buffalo, N. Y.

WE ARE 10 YEARS OLD TODAY

The Magnificent Development of Portland Most Strikingly Illustrated in the Development of Portland's Greatest Music Store

SOME INTERESTING CLIPPINGS

Of Particular Significance Upon the Morning of the Eleventh Birthday of Eilers Piano House

The initial announcement of what has now grown to be America's largest and foremost piano concern.

This announces the inception of the first important business block, preceding the long list of magnificent business buildings that followed in the later years.

A summing up of our progress, 15 months later, upon entering the new building.

From the Oregonian, Jan. 8, 1899

ANOTHER FOR PORTLAND

A WHOLESALE AND RETAIL HOUSE ON A LARGE SCALE.

Chickerings of Boston, Webers of New York, and Kimballs of Chicago to Be Represented Here.

Preparations have been under way for some time for the establishment of another first class music store at Portland, to be known as the Eilers Music House, which will be the Northwestern wholesale and retail headquarters for the pianos manufactured by the three greatest and foremost American piano manufacturers, the Chickerings of Boston, the Weber of New York, and the Kimball of Chicago.

Mr. Henry Eilers of the new firm, who is a former Oregonian, and well known here, has been prominently connected with various Eastern piano manufactories for many years, and during the past seven years has been one of the general wholesale traveling agents for the now famous Kimball factories of Chicago, the largest in the world. Mr Eilers is well known in the trade from Massachusetts to California and has visited every city of prominence in the United States. He is a close observer and a careful student of trade conditions, and firmly believes in the commercial future and importance of the Pacific Northwest, and of Portland as its metropolis, and does not know of a city in the United States that presents the opportunities for industrious and experienced men of means that are offered right here in Portland today.

There is not a city anywhere where it is so hard to find a vacant store in desirable retail quarters than it is in Portland, and he predicts that a number of strictly modern structures will have to be erected in Portland in the very near future. Ever since September agents for Mr. Eilers have been vainly trying to secure a suitable building, and in order to commence business without further delay, they have recently rented the store, 107 First street, immediately south of Ladd & Tilton's bank, which will be supplemented with warehouse facilities near the freight depots. A force of carpenters and decorators is now at work getting the store in proper shape.

In addition to representing the Chickering, Kimball and Weber pianos, this house will also carry a line of medium-priced New York and Chicago makes, together with the well-known and justly celebrated Kimball reed and pipe organs.

Mr. Eilers spent two days in the city last week, and left Tuesday night for the east by way of the sound. He expects to return to Portland about the middle of the month, at about which time the store will be opened, due announcement of which will be made in these columns.

From the Oregonian, October 8, 1899

NEW BUSINESS BLOCK

TO BE DEVOTED ENTIRELY TO MUSICAL MERCHANDISING.

Before the close of the year Portland will boast of an entire quarter block devoted exclusively to music. Arrangements were completed yesterday between Eilers Piano House and the Brooke estate for the erection of a strictly modern business block at the corner of Washington and Park streets, which, when completed, will be one of the largest structures exclusively occupied by any music interests. Eilers Piano House will, of course, occupy the main portion of the building, a fitting home for the beautiful Chickering, Weber, Kimball, and other pianos and organs for which they are the western general representatives. "For many months," said Mr. Eilers yesterday, "we have had to handle an ever increasing business with inadequate wareroom facilities, and we have finally taken the old, timeworn advice of Horace Greeley: 'Go west, young man,' and shall shift our scene of action eight blocks farther west. When our new building is completed, we shall occupy one of the largest retail salesrooms in the city, with ample facilities to handle our ever increasing wholesale trade, unsurpassed shipping facilities, and no danger from high water."

From The Oregonian, May 13, 1900.

A GLANCE BACKWARDS

A LITTLE PIANO TALK, A LITTLE HISTORY, AND SOME BOUQUETS.

We are going into the finest building ever erected for the piano and organ business in the west. We have not only the finest and best lighted store, but a building specially erected for our purpose, and exactly adapted to every requirement of a rapidly growing wholesale and retail piano and organ business.

Now, a look backward may not be amiss. What a struggle it seemed at first for the "little store on the edge of Chinatown" (as they called it then), to gain recognition. Never an enterprise was started in the United States that encountered the downright opposition that was accorded this one. Very slowly at first, then at a quicker pace, it pushed its way to the front. Store became too small. It overflowed into a warehouse; that became too small. It rented still another warehouse, and then a third place for storage had to be rented.

"Old-timers" who recalled the coast booms looked with amazement on this gigantic progress, and said: "Phenomenal!" Oh, pshaw! Nothing "phenomenal" about it. Do men gather "figs from thistles?" or "reap where they have not sown?" Like Topsy, the Eilers Piano House "growed," simply because it couldn't help it. It preached and practiced "the most for the money." It never believed in "painting the lilies"—do high prices and fancy names give more intrinsic value?

Business was done on business principles—"one price to all alike." No horse jockeying about it, no charging an unitiated and confiding purchaser an outlandish price for a second grade article, that his shrewder neighbor could obtain for a right price or less than half the money.

The one great powerful and all-pervading element of the enormous success of the Eilers Piano House will live in the future as that in the past—in sterling and unquestioned merit of the pianos for which it controls the agency—the Chickering of Boston, the most costly American piano, made by the oldest established manufacturers in America, and the Weber, which is by far the finest and most artistic of all fine pianos made in New York, and then the now world famous Kimball, made by the Kimball Company of Chicago, the most up to date and progessive American piano manufacturers, who employ the largest cash capital and have the finest and most extensive plant, and the most superb facilities for manufacturing high grade pianos, organs and pipe organs. And owing to many special advantages it possesses, Eilers Piano House is enabled to handle and supply such as these world renowned pianos for less money than any one else is able to do.

From the very inception of this enterprise it has been our earnest aim to deserve consideration and patronage by furnishing buyers not only the best in musical instruments, but to supply all that is best at the lowest possible prices.

The growth of the Eilers business during this decade is without parallel in the music industry.

From our one small store the organization has grown to nearly 50, and today the recognized leading piano store in practically every western city is the Eilers establishment.

From selling a few hundred pianos a year, the business has developed until now the sales are numbered by thousands and thousands.

The New York "Musical Courier" vouches for the statement that more than one-half the pianos distributed upon the Pacific coast are now sold through the Eilers music houses.

No industry grows to such large proportions without good reason. The foundation must be strong or the superstructure will be perilous.

The basis of a lasting business must be the public confidence. The ever-increasing patronage of the Eilers piano stores would have been impossible without the confidence of the people.

From the day our first store was opened until the present time it has been our constant aim to make every patron a satisfied customer.

Tens of thousands of men and women foremost in the business and professional and social life of Oregon, who have since those early days favored us with their patronage, have proven a mighty power in the upbuilding of this business, and to them each and all we acknowledge our deep indebtedness for our success.

We feel the weight of responsibility which goes hand in hand with the maintenance of the record in future, and take this occasion to announce that nothing which experience and facility and an honest desire to please, coupled with energetic and alert management, can suggest, will be left undone to make the record in future far greater and better than the past.

THE ADVANTAGES OF BUYING OF EILERS PIANO HOUSE

We will sell nothing that we know is not right. When we sell to you it is with the knowledge and the belief that if we satisfy you, you will influence your friends to deal with us.

We have utilized every modern economy in order that we might give better value and better satisfaction to our patrons. Buying and shipping in tremendous quantities, factory inspection of pianos by our expert representatives, a binding guarantee with every piano sold, a corps of expert tuners and regulators—all these have contributed toward making the big following we now have and making our business what it now is.

As the piano purchaser knows the advantages in buying from the Eilers stores, so the manufacturer realizes the advantage in selling through the Eilers stores. No three piano stores in any large city, combined, can offer the piano purchaser more variety and merit in piano manufacture than we do.

From America's oldest and supreme—the grand old Chickering—to the genuine Pianola Piano—the newest creation—there is scarcely a name, well and favorably known in the piano trade, that does not find representation in the Eilers stores. The Weber, the favorite of the most appreciative musicians; the world renowned Kimball; the rich toned and durable Lester; that aristocrat of pianos, the Hazelton; the genuine old Decker; the old reliable Schumann; the artistic Hobart M. Cable; the Marshall & Wendell; the Story & Clark—all these, and many others, are significant guarantees of piano excellence.

To buy a piano of the Eilers stores means to have the service of piano experts in making the selection for you—it means a guarantee which insures you against disappointment in any way, and best of all, it means that you are enabled to secure a high grade piano for the money that would otherwise be paid for an inferior instrument.

Chickering Dealers

Eilers Piano House — dispensers of pianoreliability

Genuine Pianola Pianos

BIGGEST, BUSIEST AND BEST

The Oldest Dealers Continuously in Business in Oregon