

### TWO STEAMERS IN NEED OF REPAIRS; WILL BE TIED UP

### We own to Get New Pump and Separator, While New Oil Burning Plant Goes in the Golden Gate.

Advantage is being taken by Captain O. W. Hoeford, head of the Hoeford Transportation company, of the usual dull season during the holidays to tie up the steamer Weown, one of the best of the fleet, to make some innovations, and the steamer Golden Gate, operated by the Portland & Tillamook Navigation company of which Captain Hoeford is vice president and manager, will also have several changes made in her.

While she is tied up the steamer Weown will have a new pump installed and a new separator for keeping the boiler clean will be placed in her. The changes will take but a few days and she will be ready to resume towing as soon as business in that line picks up. On her next trip to this port the Golden Gate, operating between Portland and Tillamook, will be tied up at the Central dock, where she will have a new oil burning plant installed to take the place of her present coal burners. The tanks are being built by the Portland Boiler Works and are nearly completed, their capacity being about 100 barrels. It is probable that the work of placing the tanks and other apparatus for burning oil will start next Saturday and the steamer will be laid up here for one trip.

In addition to the oil burning plant the Golden Gate will have an engine of light plant installed. The dynamo is now being bought and will have a capacity for furnishing juice to at least 40 lights, which will also include a search light of the most up-to-date make.

### MUCH WHEAT SHIPPED.

Portland Sends Out 3,553,364 Bushels in Eleven Months. With 3,553,364 bushels, Portland stood second in wheat shipments in the monthly report issued by the bureau of statistics for the 11 months ending with November, while the total shipments from the United States amounted to 19,254,830 bushels, valued at \$18,797,525. In floor shipments Portland is credited with 170,008 barrels out of the 7,311,960 barrels shipped from the country during the 11 months ending with November. The total value of the flour shipments was \$37,848,248.

Exports of breadstuffs from the United States reached a total of \$32,372,592 for the 11 months as against \$14,719,795 for the corresponding period of last year. For the month of November Portland was also second in the export of wheat, having shipped 870,680 bushels of the 3,482,691 bushels shipped from all sources, the value of which was \$3,172,579.

Wheat shipped from the leading ports during the 11 months ending with November is as follows: Puget Sound, 3,552,321 bushels; Portland, 3,553,364 bushels; Philadelphia, 3,297,977 bushels; New York, 3,074,183 bushels; Baltimore, 2,460,320 bushels; Duluth, 1,368,227 bushels. For the month of November the shipments were: Puget Sound, 917,109 bushels; Portland, 870,680 bushels; New York, 196,241 bushels; Boston, 150,881 bushels and Philadelphia, 150,009 bushels.

### PRINCE GEORGE AGAIN FLOATS.

Steamer Brought Off Sands Near Vancouver, B. C., After 22 Hours. (Dated Press Limited Wire.) Vancouver, B. C., Dec. 28.—After resisting the combined efforts of two tugs during the previous 22 hours, the Grand Trunk Pacific steamer Prince George was floated at high tide this forenoon by the tugs William Joffe, Commodore and Noose. Careful examination showed that she was undamaged and the steamer will clear for Prince Rupert at 6 o'clock tonight.

### FIRST BARLEY CARGO.

Bark Inverness Coming to This Port to Take on Load. To take out the first barley cargo to be shipped from this port during the present grain season, the British bark Inverness, 1817 tons net register, Captain Lewis, left San Francisco yesterday, according to Mercantile Exchange dispatch, in tow of the tug Dauntless. The Inverness is under charter to H.M. Rolph & Co., having been taken at \$3 shillings 9 pence. She should be due to arrive in the river about next Saturday. She has been at San Francisco since November 3, discharging general merchandise from Antwerp.

### ALONG THE WATERFRONT.

The German ship Omega, laden with lumber from Hamburg, was moved to the stream from the North Pacific mills this morning at 9 o'clock, and she will probably leave down for the sea tomorrow morning.

### Columbia river and a number of its tributaries has been stopped as far as log rafts are concerned. This is due to the closing of the logging camps for the season.

### MARINE NOTES.

Astoria, Dec. 29.—Left up at 9:45 a. m., French bark Bayard. Arrived at 10:15 a. m., steamer Roma from San Pedro and steamer W. S. Porter from San Francisco. Saa Pedro, Dec. 19.—Arrived, steamer Beaver from Portland. Sailed, steamer Roanoke for San Diego. Astoria, Dec. 19.—Sailed at 1 p. m., British steamer Strathfillan for Hongkong and way ports; steamer Falcon for San Francisco. Sailed at 2 p. m., French bark Calnebiarra for Queenstown of Valmouth. Arrived down at 5:30 p. m., German bark Schurbek. San Francisco, Dec. 19.—Sailed at 3 p. m., British bark Inverness in tow of tug Dauntless for Portland. Las Palmas, Dec. 18.—Arrived, British steamer Scottish Monarch from Portland. Astoria, Dec. 20.—Condition at the mouth of the river at 8 a. m., smooth; wind, south 15 miles; weather, light rain. Tides at Astoria Wednesday—High water: 5:12 a. m., 7:4 feet; 4:20 p. m., 7.7 feet. Low water: 11:01 a. m., 3.4 feet; 11:29 p. m., 9.2 foot.

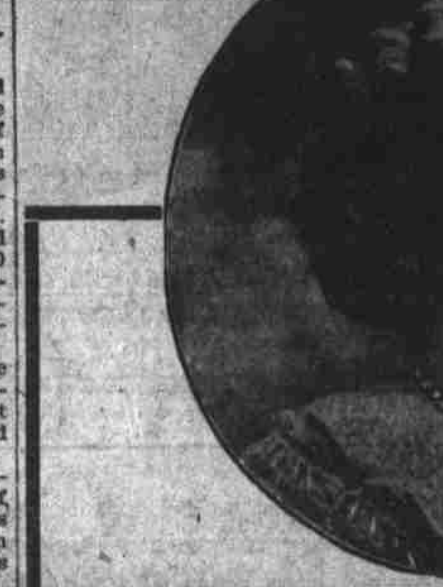
### Daily River Readings.

Table with columns: STATIONS, Flood, Stage, Change, and Height. Rows include Lewiston, Riparian, Umatilla, Eugene, Harrisburg, Albany, Salem, Wilsonville, and Portland.

### Even Aldrich Misses Some Things.

Senator Aldrich probably has a greater knowledge of the intricacies of the tariff than any other man in America, yet he cannot know all the details of more than a few important schedules.

### The Greatest Living Colorature Soprano



### MME. LUISA TETRAZZINI

Will Be Heard in Portland at the Hellig Theatre Dec. 30

Mme. Luisa Tetrazzini is today the recognized Queen of Colorature Sopranos, both in concert and operatic stages. She is in the prime of life and at the zenith of her career. Indeed, as a bravura singer Mme. Tetrazzini may be said to have no living rival. Her voice is worth to her as much as \$250,000 a year. Do you think she could chance using in her home for practice, for studying new operas and songs anything but the best of pianos?

### Hardman Piano

In both her American and European homes in the accompanying letter Mme. Tetrazzini tells why she purchased a Hardman in preference to any other piano:

Messrs. Hardman, Peck & Co., Fifth Avenue, New York. Gentlemen:—The Hardman Piano I purchased of you last winter for my home in Milan, being the first piano I ever liked well enough to buy for my own use, has given me the utmost satisfaction and pleasure. The tone of the high register is of an exquisite purity and delicacy. In singing with it I really feel as if I am being accompanied by an orchestra. Its touch is so extraordinarily responsive that I study upon it, with infinite pleasure, the new operas as well as rehearsing the old ones.

It is most gratifying to me to add my name to those of the many celebrated musicians who use the Hardman Piano in their homes and have proclaimed it the leading instrument of the century.

(Signed) Luisa Tetrazzini.

Madame Tetrazzini is using the Hardman piano exclusively on her American concert tour.

The exclusive sale of these magnificent Pianos has been with The Wilely B. Allen Company for almost twenty years. We cordially invite you to inspect our present stock, which contains the latest styles in the various different woods. Prices—the lowest consistent with their great value and excellence. Time payments may be arranged if desired. Honest value allowed for instruments in exchange.

### The Wilely B. Allen Co. PLAYER PIANOS

304 Oak Street, Bet. Fifth and Sixth

### TAFT HAS GREAT FAITH IN TARIFF COMMISSION PLAN

(Continued from Page One.)

The tariff commission will be a government institution, where from year to year data and information required in such work will be sorted, catalogued and digested in such a way as to be ready for instant use. It will be to the tariff what the congressional library is to literature. You can send a note upon a certain subject and you are immediately provided with all the best reference books and records on that topic.

### Cost of Production Obtainable.

Without such a library how long, how hopeless, a task would it be to obtain full and accurate information by running through a volume here, and volume there and skimming through a file of newspapers without system and without knowledge as to what might have been overlooked? It is in such a helter-skelter fashion, however, that tariffs must be made if a commission is not established. The countries of Europe have tariff bureaus, where all records of schedules are kept and where data is constantly gathered and kept up to date. At a moment's notice complete information regarding the cost of production of any given article in any given country can be obtained.

What difference does it make whether Democrats or Republicans are engaged in tariff legislation? The work cannot be properly accomplished without the facts upon which it is based. Without a tariff commission, the making of a tariff must be based upon such knowledge as the various members are able to obtain, and inevitably, in such event, the interests of one section of the country as against the interests of another arise in arguments that often overshadow the meagre facts that may have been produced.

### Even Aldrich Misses Some Things.

Senator Aldrich probably has a greater knowledge of the intricacies of the tariff than any other man in America, yet he cannot know all the details of more than a few important schedules. The vast amount of data and information that must go into the making of a tariff can be obtained by no individual or com-

mittee temporarily engaged in such research. It must be the work of a permanent commission.

### Country Ready for It.

The failure of congress to support the permanent tariff commission idea would be a step backward and make scientific revision impossible for years to come. The matter has now progressed to the point where the country is ready for it. If the commission is now made permanent its value will soon be appreciated on all sides and it will never be discontinued. If for party reasons—chief of which apparently would be that the idea did not originate with the Democrats—the Democrats are able to prevent it, many years may pass before a scientific consideration of the subject reaches a point where it would be opportune again.

While the plan to permit a revision of this tariff schedule by schedule is necessary, the establishment of a permanent commission must come first.

### Difficulties of Other Plans.

There are some difficulties, too, confronting the schedule by schedule plan. It would be easy to determine what might be covered by the woolsen schedule, for instance, but when it comes to such matters as the miscellaneous schedule it would be difficult to hold the revision within bounds.

Then, in addition, comes the jealousy between men in congress regarding the authorship of bills. Several men may have measures designed to accomplish

the same purpose, but different in some minor details. Each urges his own bill and fights for it because he wants the law to bear his name. These bickerings and jealousies often actually stand in the way of speedy and successful legislation.

### The Panama Canal.

The president was enthusiastic regarding the Panama canal, which is just beginning to appear on the horizon of the average American as one of the greatest causes for national pride. He displayed his vital interest in its future meaning to the American people by his amazing knowledge of the most minute details of the tremendous work—knowledge fostered by his intimate connection with its construction almost since Uncle Sam undertook the world task.

The greatest effect of the opening of the canal, in the president's opinion, as it will be felt by the average American, will be in the reduction of the transcontinental transportation rates. This will draw the country closer together. The orange growers in southern California who like to wear a New England brand of shoes will quickly feel its effect. The man employed in a New England shoe factory who likes California oranges will soon realize the value of the canal to him. The millman in Seattle who buys his bottles in Pittsburg will suddenly become aware that the Panama canal has transported the glass factory

in respect to freight rates—half across the continent.

So it will go through all the branches

of business and society. It will mean increased activity all around, with closer relations between the Pacific and Atlantic coasts. The central states will quickly reflect its benefits.

### Must Insure Shipping Competition.

One point absolutely essential is that the government take adequate steps to insure competition and prevent the ownership of the steamer lines using the canal, by transcontinental railroads. The country is confined by law to American ships, and so traffic between Atlantic and Pacific coasts, being between American ships, and there will be no foreign competition. This insures an enormous development of the American shipping industry.

### National Sentiment Gratified.

But the greatest source of pride, though perhaps sentimental, lies in the fact that where four great nations failed through four centuries of endeavor, the United States has succeeded. Columbus first dreamed of a western passage to the orient in 1492; Saavodra, the Spanish engineer and member of the Balboa expedition, formed the first definite plan for the canal; King Philip of Portugal next contemplated the task; then came England, which gave way to France, and France in turn, facing failure, in 1846 surrendered the vast undertaking to the United States. Every American who has gone to the isthmus and witnessed the triumph of

American skill, enterprise and grit, has swelled with pride in the thought that the oceans will be reunited under the auspices of the United States.

English scientists have perfected a new process for extracting radium from pitchblende by means of which more radium can be produced in two months than in one year by the Austrian method.

### At Fountains & Elsewhere

### Ask for "HORLICK'S"

### The Original and Genuine MALTED MILK

The Food-drink for All Ages. At restaurants, hotels, and fountains. Delicious, invigorating and sustaining. Keep it on your sideboard at home. Don't travel without it. A quick lunch prepared in a minute. Take no imitation. Just say "HORLICK'S" In No Combine or Trust!

## THE BRIDGE IS OPEN

And We Are Still at the Corner of First and Taylor. Do Your Xmas Trading Early to Insure Prompt Delivery as We will be Rushed Saturday

### SUGAR

19 pounds for \$1.00  
Fruit Sugar \$5.70

### COFFEE

Coffee is advancing, but we still retain our regular prices.  
Monarch Blend 20¢  
Grand Special 25¢  
Gilt Edge 35¢

### TEAS

All Bulk Teas this week at 25¢ per lb



### EGGS EGGS

2 Dozen 55c

### BUTTER

Good Butter 65¢  
Choice Oregon Creamery 70¢ and 75¢  
Fancy Oregon Creamery 80¢

### CHEESE

Oregon Full Cream 20¢  
Wisconsin Brick 30¢  
Cream Brick 20¢  
3 Loaves Bread 10c

### FREE! An Inducement A Box of Candy Free With Every \$2 Order

### We will have a large assortment of Turkeys, Geese, Ducks & Chickens for Xmas

### FLOUR

Our Special Brand \$1.15  
Barrel \$4.50  
Our Excellent Brand \$1.25  
Barrel \$4.75  
Liberty Bell \$1.35  
Barrel \$2.15

### Fancy California Celery, 3 Heads for . . . . 25c

### SPECIALS

Baker's Cocoa 20¢  
Ghirardelli's Chocolate 25¢  
1 quart Salad Oil 25¢  
Citron Peel, lb. 25¢  
Lemon and Orange Peel 20¢  
4 lbs. Seedless Raisins 25¢  
3 packages Mince Meat 25¢  
Bulk Mince Meat, lb. 10¢

### VEGETABLES

6 lbs. Sweet Spuds 25¢  
Cabbage, lb. 2¢  
3 bunches Radishes 5¢  
Beets, lb. 2¢  
Parsnips, lb. 2¢  
10 lbs. Dry Onions 25¢  
Turnips, lb. 2¢  
Carrots, lb. 2¢  
2 heads Lettuce 5¢  
Fresh Pumpkins, lb. 2¢  
3 cans Tomatoes 25¢  
3 cans Peas 25¢  
3 lbs. Large Prunes 25¢  
2 lbs. Evaporated Apples 25¢  
3 lbs. Dry Peaches 25¢  
4 lbs. Black Figs 25¢

We have plenty of the necessities for your Christmas dinner, such as cranberries, celery, nuts, etc.

### Cape Cod Cranberries

3 cans Tomatoes 25¢  
Spanish Queen Olives, quart 50¢  
"Pie-Nic" Mince, quart 25¢  
All Spices, per can 50¢  
Plum Pudding, can 30¢  
3 packages Jello 25¢  
2 packages Knox's Gelatine 25¢  
London Layer Raisins, package 10¢

### 3 Cans Eastern Corn 25c

### Ginger Snaps 10c lb.

### Special Potato Sale---Best Burbank Potatoes, 100 Lbs. \$1.35 Sk.

302 Washington Street Corner Fifth Goodyear RAINCOAT COMPANY 302 Washington Street Corner Fifth

# RAINCOATS

Two Days of Cyclone Selling—Wednesday and Thursday—Raincoats and English Slipons at Less Than Half Price—Prices That Will Astound the Public—The Practical Gift for Christmas

### 700 Ladies' Raincoats 700 Men's Raincoats

Divided into Four Lots as Follows:  
LOT 1—100 Ladies' \$15 Silk Rubberized Mohair Coats and Cravenettes, tonight . . . \$7.90  
LOT 2—70 Ladies' English Slip-ons, values to \$18, for tonight only . . . \$8.40  
LOT 3—250 Ladies' Superb Sample Full Length Coats, \$25 values, tonight only . . . \$12.40  
LOT 4—280 Ladies' English Slip-ons and Superb Sample coats, vals. to \$35. \$14.40  
LOT 1—190 Men's Worsted Cravenettes, silk Venetian lined, \$15 values, tonight . . . \$7.90  
LOT 2—175 Men's Rainproof Overcoats, \$18 values, tonight only . . . \$9.60  
LOT 3—160 Men's \$25.00 Cravenette Overcoats, tonight only . . . \$12.10  
LOT 4—175 Men's \$30 to \$35 Superb Rainproof Overcoats, tonight only . . . \$14.40

Every Garment Marked in Plain Figures Showing Tremendous Price Reduction—See Wonderful Window Display.

Goodyear RAINCOAT COMPANY 302 Washington Street, Corner 5th. STORE OPEN UNTIL 9:30 P. M. ALL THIS WEEK

These nifty English Slip-ons for men and women . . . \$4.85 Girls' Storm Capes With storm hoods; in blue and garnet; regular values up to \$2.90 \$5. quantity ltd. \$2.90