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**FACTIONS TRY TO AGREE**  
Addicks and His Enemies Discuss Organization of Legislature.

WILMINGTON, Del., Jan. 2.—Subcommittee of the Union and Regular Republican members of the General Assembly met here today to discuss the organization of the Legislature, which will convene at Dover tomorrow. The Union Republicans are the adherents of Addicks, and during the conference agreed to give the regular Republicans one-half of the officers in the two Houses, providing the officers shall be named in a caucus of all the Republican Legislators. The suggestion will be discussed at a meeting tomorrow of the regular members of the Assembly.

**PRESIDENT HAS VANISHED**  
Colorado Bank Closes, While Sheriff Searches for Him.

SILVERTON, Colo., Jan. 2.—Owing to the disappearance of the president, James H. Robin, the Bank of Silverton was closed today by the cashier, A. H. Mule. The bank is capitalized for \$30,000, and its liabilities are estimated to be about \$25,000.  
Robin, who is the principal stockholder, has been acting strangely of late, and his friends think he has become demented and wandered into the mountains. Acting on this theory, the Sheriff has sent several parties out to search for him.

**Embezzler Confesses Crime.**  
LONDON, Jan. 2.—G. H. Elder was remanded at the Guildhall Police Court, charged on his own confession with having embezzled \$75,000 from his employers, Brown, Shipley & Co., the American bankers. The embezzlements have been going on for three years.

## FOUGHT BY OCEAN

**Pacific Resisted Laying of Cable.**

**HUMAN ENERGY CONQUERED**

**Stormy Trip of the Silver-town to Honolulu.**

**STRENUOUS WORK OF CREW**

**Men Wade Knee-Deep in Water as They Unwind the Cable—Many Messages of Rejoicing—Cable Will Be at Manila by July 4.**

The completion of the Pacific cable to Honolulu was the occasion of many congratulatory messages from the Hawaiian capital to Washington and New York yesterday.

The work of laying the cable was obstructed by storms during a great part of the trip, and at one time it was feared that the cable might have to be cut and buoyed in mid-ocean, but all difficulties were surmounted.  
The cable finally reached Molokai Channel on Christmas day, and had to be buoyed there for a week before the sea became calm enough to splice it to the Hawaiian shore end.  
That feat was finally accomplished on New Year's night, amid great popular rejoicing.  
Clarence Mackay, president of the Cable Company, says cable-laying will be continued without interruption, and hopes to have the line completed to Manila by the Fourth of July. Thence an extension will be laid to Shanghai.

**HONOLULU, Jan. 2.**—The voyage of the cable-ship Silver-town was eventful and at times unpleasantly exciting. Twelve hours out from San Francisco the cable-ship was beset by bad weather, which continued with the exception of one day to the end of the voyage. Variable winds that at times approached the velocity of gales, heavy seas that buffeted her about, retarded the passage, as well as endangered the safety of the cable; in fact, every adverse condition that is usually encountered in the landing of a cable was met with and at times made the task most hazardous.

A more perfect day could hardly be imagined than Sunday, December 14, when the shore end was landed near the Cliff House, of San Francisco. The end of the line was brought on board the steamer at 5:30 in the evening and the start was made at 12:30 Monday morning. The favorable conditions continued until 11 o'clock on the morning of that day, when the vessel ran into a squall of wind and rain that came out of the west. Steering through a westerly course, the Silver-town offered a broad starboard beam to the storm. Soon the seas were whipped into confusion, rolling the vessel in a manner most dangerous to the cable. The velocity of the wind increased, and early in the afternoon great green seas boarded the starboard bow, and swept along the deck and escaped into the sea through the port scuttles. Toward evening ropes were stretched about the deck and everything was made fast. The rain ceased, but the storm continued with unabated force through the night.

**Two Risky Alternatives.**  
There were some anxious hours for those in charge of the cable. Two courses were open to them—either to keep on the true course or cut and buoy the line. Both were fraught with great danger. A deviation from the course was obviously out of the question, as much for the reason that such action would not have lessened the strain upon the cable, as the more important consideration of the waste of time and the danger of getting into unknown depths. To have cut and buoyed the cable would have been equally dangerous. Even one of the great buoys, carried for just such emergencies, could scarcely have weathered the storm with 200 fathoms of cable, weighing five tons, tugging at it. All chances were carefully weighed, and the vessel's bow was kept southwest.

Tuesday, the 16th, brought no improvement in the weather conditions. The wind continued to blow from the west, and some constantly bombarded the big ship's starboard beam. One particularly heavy sea boarded the starboard bow, swept the deck from fore to aft, smashing the scullery light and broke the gangway ladder. The chartrooms on the hurricane deck were flooded, and the bridge itself was invaded at times by the turbulent seas. Those at work in the paying-out-room on the main deck, and about the cable machinery, waded in water to the knees. The companion-ways were battened down in order to prevent the flooding of the saloon. One of the cooks at the galley was badly scalded by a cauldron of spilled soup. The saloon steward was hurled against a door and severely bruised and injured. At times the ship rolled terribly, and it seemed that the great strain would prove disastrous to the cable.

**Danger of Breaking Cable.**  
Under ordinary conditions the line is paid out 7 per cent faster than the speed of the vessel. This was increased during the storm to 10 per cent. Even with this in order to prevent the flooding of the galley, the strain was terrific. As the ship lifted and lurched, the great drum around which the strand was passing would almost cease to revolve one moment, only to resume with a rush the next, rendering the life of the men in the tanks a hazard. The dynamometer regulating the speed of and the strain on the

line at such times fluctuated wildly, rushing from an indicated strain of two tons or less up to four and even five tons. When it is understood that the breaking strain is 5 1/2 tons, it must be apparent that failure to relieve the strain promptly meant disaster to the precious line, and its loss in 200 fathoms would have meant a long and serious delay in the completion of the work of laying the cable, as well as a most expensive happening to the contracting company. But good judgment in the handling of both the ship and the cable at these critical times averted an accident. Throughout Monday night and until Tuesday at noon, when the wind abated in force, the ship's officers and crew and the cable staff were on duty without rest or sleep.

Great relief was expressed when the apparently critical situation was passed, although when the wind abated at noon on Tuesday the seas continued with a strong, heavy swell that ran counter to the ship's course. On Wednesday, the 17th, the weather improved, and everything ran smoothly and fair progress was recorded. Heavy swells made the ship an uncomfortable place, and rendered close watch on the cable necessary.

**First Section Finished.**  
On Thursday favorable conditions prevailed, and in spite of a strong southwesterly breeze 20 knots were paid out, which was the best day's run up to this time. On Friday the last section of the cable, measuring 929 nautical miles, was finished, and the vessel was stopped at 6 o'clock on Friday night to make the change to the after tank, containing the second section. This interesting and hazardous operation was successfully carried out in a little more than an hour, and progress was resumed.

As the vessel grew lighter, the rolling increased. The character of the cargo and the enormous deck machinery made her particularly susceptible to the onslaught of the sea. Saturday, the 20th, was much like the preceding day, save that the rolling motion was accentuated by southwest winds, veering at times to the west, with only 187 knots reeled off. For the 24 hours ending at noon Sunday, the 21st, 217 knots of cable were laid. The wind blew from the southwest with moderate force, but on the whole the day was pleasant and progress was good.

During the night, however, there was a considerable sea, and one of the cablemen in the tank was caught in the swirl of the line and suffered a dislocated shoulder.

**First News From Home.**  
The day was notable for two things, the crossing of the Vancouver-Australian cable at 4 o'clock in the morning, and the receipt of the first news from the Hawaiian Islands. This letter consisted of San Francisco bulletins of President Roosevelt's appointment as arbitrator in the Venezuelan dispute, the disastrous train wreck at Byron, Cal., the capture of the Humberts in Madrid, Marconi's latest claims in wireless telegraphy discoveries, and some minor items. The news from Honolulu was received with delight by those on board the Silver-town. Roosevelt's appointment being especially interesting to the English staff. While the English citizens expressed some surprise at the news of the appointment, they enthusiastically endorsed it.

Tuesday, the 23d, opened with nasty weather. Strong head winds, accompanied by a heavy sea, and a heavy fog, again brought danger to the cable. The men in the cable tank had another bad night and worked with great risk. One of them was caught by the flying line and was thrown into the sea. The next day noon on Wednesday noon the deepest water was crossed, averaging 2000 fathoms.

**Stormy Christmas Day.**  
Thursday, December 25, Christmas day, was a pleasant one to the people on the ship, and the crew were enjoying the day as much as the passengers. The weather was postponed to a more propitious time. The wind veered around to the northeast and increased to a velocity of 20 knots. The change was made on Monday and Tuesday. Just before midnight the final change of tanks was made, the after-tank being emptied of its 996 miles of cable, and the light transferred to the forward tank. The change was made in a very hazardous manner, owing to the now almost empty vessel tossing and rolling in the heavy seas. Throughout the day a north-easterly breeze with the end of the deep-sea cable in sight, and with the necessity of cutting and buoying the end.

An anxious night was passed by all on board. No member of either staff attempted to sleep. The change was made with great force during the night, which, with the tremendous seas running, rendered life on deck uncomfortable as well as dangerous. Many of the officers familiar with the ways of the sea were tossed about and thrown upon the deck. After 8 in the evening the ship's speed was reduced in order to bring her to a suitable buoying place toward daylight.

**Hawaii End Buoyed.**  
Between 2 and 3 o'clock, three soundings were taken, and preparations were made to buoy the sea end. The operation proved most difficult, owing to the motion of the ship, which at times rolled to the extreme angle of 45 degrees. It was with difficulty that the line was made fast to the cable and the end buoyed. Word was given to cut the line at 5:30 o'clock, and as six-inch Manila hawser was cut with the knife it parted with a snap. The great strain upon it at that friction caused it to take fire as it passed over the stern, and the sparks scattered about in a most annoying manner. The buoy was jerked overboard with terrific force, but quickly righted itself. The cable was safely buoyed in 60 fathoms of water. A marked buoy was dropped as near as possible to the cable buoy, and the vessel stood by until 8 o'clock in order to get the bearings. She then proceeded to Honolulu, where she arrived at noon on December 25.

**HOW SPLICE WAS MADE.**  
Only Accomplished After Struggle With Storms.

**HONOLULU, Jan. 2.**—Having buoyed the deep-sea end of the cable in the turbulent Molokai Channel at 5:30 o'clock on the morning of Friday, December 25, after much difficulty and great risk, the Silver-town came on to Honolulu, docking at the naval wharf at noon. The big ship was met in the harbor by tug and excursion boats carrying delegations with bands of music, and escorted to the wharf, where a great crowd waited. It was the intention of the engineer in charge of the expedition to take on board 100 tons of coal as ballast and await more favorable weather to return and pick up the sea end and bring it close in shore and buoy it. The shore end of the cable was then to be paid out and the final connection made at that point.

Saturday brought no improvement in the weather conditions. The wind blew a gale from the northeast, and it was finally decided to delay the attempt until Sunday, December 28, when a start was made. The

## MEET IN A BARN

**Olympia Capitol Far From Completion.**

**LEGISLATURE MAY BE ANGRY**

**Old City's Hold on State Capital May Be in Danger.**

**FACTION FIGHT IN THE COUNTY**

**Local Delegation Is for Ankeny and Against McBride, Though Pledged to Railroad Commission Bill—Wilson Is Considered Dead.**

OLYMPIA, Dec. 31.—(Special.)—The capital city of Washington, which for years slumbered by the shores of Mud Bay lulled to sleep by a sense of business and urban inactivity, is waking up for the coming of the solons. The Olympia of today is no more like that of 1892 than can possibly be imagined. The evidences of decay and disintegration wrought by the hard times from 1892 to 1898 in this state have been obliterated by the progress and prosperity of later years, in which Olympia has participated generously. Houses that went without paint for years, or were covered by the green moss that grows here luxuriantly the year round, now shine proudly forth bright with new paint, new roofs and surrounded by well-kept lawns and gardens. The business-houses are well occupied and are conducted on modern lines, and all in all, the old capital city is so unlike her former self that the visitor today, who has been here in earlier days, must needs marvel at the change.

To be sure, Olympia is not happy, for the new Capitol, which is to be made of the reconstructed Courthouse, is no nearer completion than a year ago, and there is danger that an indignant Legislature may once more take up Olympia's old nightmare and talk capital removal. For the Legislature this winter will be quartered in an old frame building, one story in height, built overlooking the tide flats, with a stable for the horses and a barn beneath. The building was once the home of a large mercantile establishment, and was later occupied as a storehouse by Griggs & Henstis, the railroad contractors. Afterward it became an armory. It is not very lighted and is not at all suited for the purposes for which it will be used this winter. Nevertheless, it was the best that Secretary of State Nichols could get and it has been repaired, repainted, repaired and made as habitable as possible. It is commonly called "the barn," by local and visiting Legislators, but nevertheless, has more floor space for the Senate and House chambers than exists in the old Capitol, now gone to complete and utter decay. As far as that is concerned, Secretary Nichols says that both Senate and House chambers, exclusive of the room for the lobbies, have more floor space than is provided in the plans for the new Capitol.

**Thurston for Ankeny.**  
Thurston County has two members in the Legislature—one Senator and two members of the House of Representatives. Senator S. Ruth is serving the second half of his term. The House members are George Hopp and C. D. King. Both are well-known citizens.

In all likelihood, the entire vote of Thurston County in the Legislature will be found in the Ankeny column. Even the friends here of Governor McBride admit this. Senator Ruth is outspokenly for Mr. Ankeny, and while the House members are unpledged and do not declare themselves, yet there is every reason to believe that they will support the candidate from Walla Walla. In this fact is found meat for reflection, considering the fact that Olympia is more closely bound to Seattle than any other city in the state by business and social ties, and, under ordinary circumstances, Thurston County would be found allied to King.

If the House members, Hopp and King, ever had, as is possible, any friendly feeling for Harold Preston, the King County candidate, the factional opposition which they received from one wing of the party here during the campaign would of necessity place them in opposition to the McBride-Preston programme. Both men were nominated in a convention in which factional feeling ran high. Neither was asked to pledge himself on the Senatorial question, and both were selected because of their high standing and fitness for the office of Representative. Moreover, neither was under any obligation to tie up with any one of the Senatorial candidates.

**Local Faction Fight.**  
For years in Thurston County there has been an insurgent element in politics. This element, it is charged, knifed the county and legislative ticket during the campaign to such an extent, that while Congressman Cushman carried the county by nearly 60 majority, the county candidates and those for the Legislature pulled through by less than 100. The fight was an open one and was led by the men controlling the Recorder, a paper newly established here, which, since the election, has changed hands. In charge of the Recorder during the campaign was Allen Weir, ex-Secretary of State. With him were associated Joseph Robinson, the lawyer; Cleve C. S. Rinehart, of the Supreme Court, and other well-known Olympians, some of them followers of the banner of John L. Wilson.

While a Republican paper, the Recorder made no effort to support the county and legislative candidates, its local and editorial columns being silent on the subject of the local campaign. What is termed here the Bosbury-Madge faction was held to be responsible for the nomination of the county ticket, and the legislative candi-

dates, and between the men back of the Recorder and Mr. Madge and his associates, there is a feud of long standing and of great bitterness. The unfortunate condition of affairs nearly cost Thurston County its Republican county and legislative tickets.

McBride, Hopp and King did not escape the knife, any more than did the men on the county ticket who were marked for slaughter. Moreover, what influence and prestige Governor McBride has in Thurston County was during the ante-convention fight thrown with the Recorder people, who were defeated in the primaries and convention.

Under all the circumstances, it would be strange if the Thurston County delegation would look with favor on the candidacy of Mr. Preston, whose main sponsor and backer is Governor McBride. They could not well go to Wilson, whose cause is regarded here as completely gone, for the anti-Wilson sentiment is as strong here as in any county in the state. These are the reasons why Thurston County will, in all probability, support the claims of Mr. Ankeny, although the latter comes from a section which has little or no business or social relations with Olympia.

**Apathy on Commission Bill.**  
The Legislative candidates from Thurston pledged themselves during the campaign to support the commission bill, and they will carry out this pledge. On the stump, both Mr. King and Mr. Hopp declared that they would obey the Republican state platform, although the county convention refused to favor the appointive commission measure. However, it is not expected that either of the Legislators from Thurston will make much of a fight for the commission bill, as there is absolutely no sentiment here in favor of the measure. Thurston, as much as any of the counties in Western Washington, is apathetic on the issue of a railroad commission. The town is prosperous and her industries are developing rapidly. Much capital is being invested here in lumber mills and other manufacturing enterprises, all of which are more or less dependent on the railroad lines for their prosperity. Olympia enjoys terminal rates, and the railroad facilities here are adequate for the business. Moreover, Olympia people expect that next year much railroad money will be spent here in terminal and other improvements. These are the reasons why there is practically an entire absence of sentiment favorable to the railroad commission bill.

**COAL MINE CAVES IN.**  
**Abandoned Workings Collapse and Four Buildings Are Swallowed.**  
SCRANTON, Pa., Jan. 2.—Abandoned workings of the Eddy Creek colliery of the Delaware & Hudson Company, beneath the very heart of the town of Oliphant, caved in this afternoon and engulfed four frame buildings covering an aggregate ground space of 6000 square feet. The settling was gradual, and people in the affected vicinity escaped. The settling began at 2 o'clock and continued 20 minutes. In the intervening hour O'Brien's three-story hotel, Mrs. Anna Evans' double dwelling, Mrs. Junc Aery's double store building and Evans' one-story hardware shop were ground to debris in the yawning pit, with the uppermost part of the mound 40 feet below the surface. The vein that caved in is 15 feet below the surface. The property loss is estimated at \$30,000.

**Oil Excitement in Wyoming.**  
SALT LAKE, Jan. 2.—A special to the Tribune from Evanston, Wyo., says: "The full story of the conflict in the Wyoming oil fields may not be had for weeks, owing to the immense tract to be covered. Of the hundreds of locating parties leaving here December 30 and 31, but a small percentage have returned, and in some instances grave fears are entertained as to their safety. A heavy storm, and if a blizzard, so common in this section, should set in, many locating parties may be lost. The property loss is estimated at \$30,000."

**HURRYING INDIAN PENSIONS.**  
Mitchell Secures Promises of Early Action for Veterans.  
OREGONIAN NEWS BUREAU, Washington, Jan. 2.—Senator Mitchell through the holidays has been giving special attention to the claims of the old Indian war veterans in the Pension Bureau and has just in receipt of a letter from the Commissioner of Pensions in which that official says:

"All these Indian war veteran pension claims to which you refer will have careful consideration at the earliest practicable date. There were on file in the Pension Bureau on December 1, 1902, 209 claims of survivors and widows. Realizing the advanced age of these claimants and the necessity for early action, an extra force of clerks have been detailed to this work in order that these claims may be adjudicated as speedily as possible. I assure you no effort will be spared to adjudicate those claims at the earliest practicable moment. No claim, however, can be made special without an injustice to other claimants equally old and equally deserving."

**WANTS NO SENATORSHIP.**  
Anti-Hopkins Men in Illinois Disappointed by Cannon.

OREGONIAN NEWS BUREAU, Washington, Jan. 2.—Several men who were in the speakership fight for a little while previous to the time that they were willing to acknowledge that Cannon would have a walkover, pricked up their ears today when they learned that there was a possibility of Cannon being elected to the Senate from Illinois. It appears that the Republicans are not at all satisfied with the deal which has been made for Hopkins, and there is quite a number of men in the Illinois Legislature who are kicking over the traces.  
Cannon was regarded as the most available man, but he has sat down very hard on any suggestion that he should be a candidate. He is sure of the Speakership and will hold the position as long as the Republicans of the House are in power, and that is a much more powerful position than any place in the Senate. Besides, Cannon realizes that at the end of six years in the Senate he would be quite an old man and still be far from the influential position which he now holds in the House.

**FOR PARKER OR OLNEY.**  
Southern Democrats Want Old-Time Democrat for President.

OREGONIAN NEWS BUREAU, Washington, Jan. 2.—Democratic statesmen in Washington are lining up on the next Presidential nomination, and declaring themselves quite freely. Senator Carmack, of Tennessee, is out for Judge Parker, of New York, and Representative Underwood says that Richard Olney, of Massachusetts, is his choice. Both of these men have been rampant free silverites, but they are now willing to go for an Eastern man who is known to have all

## NOTHING IN THEM

**Charges Against Matthews Fall Flat.**

**ARE CONSIDERED TRIVIAL**

**Civil Service Commission Ignores Them.**

**CAME FROM THE DISGRUNTLED**

**Senator Mitchell Secures Promises of Quick Action on Indian War Pensions—Cannon Would Rather Be Speaker Than Senator.**

The charges against United States Marshal Matthews, of Oregon, have been dismissed by Civil Service Commissioner Proctor as "trivial and inconsequential."  
The Pension Commissioner has promised to adjust the claims of Indian War veterans as soon as possible, and has put an extra force of clerks at work on them.  
Representative Cannon has discouraged a movement to elect him Senator from Illinois, for he would rather be Speaker.  
Southern Democratic leaders declare themselves for Parker or Olney for President, being in a hurry to renounce Bryanism, which they have been ardent adherents.  
The Lily Whites declare that President Roosevelt is only injuring his party by recognizing the negroes in making appointments.

**OREGONIAN NEWS BUREAU, Washington, Jan. 2.**—Civil Service Commissioner Proctor today sent to the Attorney-General and Postmaster-General copies of so-called charges that were filed with him, alleging that Marshal Matthews of Oregon, has interfered in the selection of the Portland Postmaster and had actively identified himself with the Republican party in the state.  
Proctor says the charges are so trivial and inconsequential that he will do nothing with them himself. In fact, they are not of sufficient importance to warrant consideration by the commission. He transmits copies to the other departments as a formality, not expecting that anything will result. The charges are regarded as expressions of a disgruntled individual and are weighed accordingly.

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