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PORTLAND, OREGON, FRIDAY, FEBRUARY 8, 1901.

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STEELE IS ONE TO GO

His Place as Commissioner
Will Be Abolished.

SOSAYMULTNOMAHDELEGATION

They Also Decide to Insert H. B. Adams, a Democrat, in the County Auditor Bill, Replacing W. H. Pope.

SALINE, Or., Feb. 7.—At a meeting of the Multnomah delegation tonight it was decided to amend the County Commissioners act so as to legislate Commissioner Steele out of office; to restore County Judge Calkins to his place on the board, and to allow Commissioners Showers and Mack to remain. The act as originally drawn contemplated the removal of all three Commissioners, and the naming of two persons in the bill to serve in conjunction with the County Judge. Since the action was agreed upon to depose only Commissioner Steele, it has transpired that some of the members of the delegation have expressed dissatisfaction with the plan, and will move for a reconsideration at the meeting tonight. The County Auditor's bill was also considered by the delegation. It was decided to insert the name of H. B. Adams, a Democrat, in the County Auditor bill, replacing W. H. Pope. Just how the delegation expects a Republican Legislature to accept this Democratic nominee is not clear.

Cut in Sheriff's Salary Favored.
Representative Schumann's bill reducing the salary of the Sheriff of Multnomah County from \$600 to \$500 per year was likewise approved. The Sheriff is allowed a chief deputy at \$250 per annum, and five deputies at \$200 per year, one of whom shall act as jailer. The Sheriff may, upon the necessity being shown to the County, employ additional help temporarily to perform special work, at compensation not exceeding \$1 per day. The bill contains the emergency clause, with the statement that there is necessity for relief on account of unnecessary expense in the transaction of county business.

Judge to Name Road Supervisors.
The Road Supervisors bill, placing the appointment in the hands of Judge Calkins, was also endorsed.

Ruled Against Slot Machines.
Judge Thomas O'Day attempted to have a clause inserted in the Portland charter permitting nickel-in-the-slot trade (cigar machines) to be licensed, but was overruled by a vote of the majority of the Multnomah members. The Judge said he was commissioned at a meeting of business men, held in Portland, including numerous wholesale merchants, to impress upon the delegation the necessity of a rule that did not consider the operation of these machines detrimental to public morals, and that their prohibition has greatly injured certain classes of business. The attorney used all of his large eloquence to convince the delegation of the force of his argument. Judge Sears two years ago held cigar machines to be gambling devices, and did not license them.

Good Outlook for Vestibule Cars.
Senate bill No. 75, for vestibules on street-cars, which has passed the Senate, is now before the House committee on transportation. Representative Heltkemper introduced an explanatory bill in the House, stating that the vestibule act will finally pass. He says the street-car companies have expressed themselves unopposed to it, but that it is framed to take effect two years hence and after, so as to give time to place the vestibules on the cars. During this time the companies will also add numerous new cars on the lines. The members of the committee think two years is too long, but are willing to grant until November 1, 1901.

Little Hope for Compulsory Pilotage.
Members of the House representing Oregon faction express the opinion that the compulsory pilotage bill, introduced by Orton, will undoubtedly not pass. Pilots are here lobbying in the interest of the measure, but legislators say public opinion is against it.

REPLACING THE VOLUNTEERS

Regulars Ordered to Proceed to the Philippines.

WASHINGTON, Feb. 7.—Several orders were issued at the War Department today looking to the replacement of the volunteer troops in the Philippines by regulars. Two battalions of the Tenth Infantry, now in Cuba, will be brought to Newport News and thence transported by rail to San Francisco, where they will embark for Manila on the first available transport. Changes in the stations of the Fifth Cavalry were ordered as follows:

"The Colonel, staff, band and the First and Third squadrons from the Department of the East and Colorado, not later than March 1, to the Presidio for immediate service in the division of the Philippines. It is directed that these squadrons be filled to the maximum of 100 men per troop by transfers or recruits. The Second squadron, which will constitute the depot squadron, will be relieved from present stations at Fort Riban Allen, Vt., and Jefferson Barracks, Mo., and proceed not later than March 1 to the Department of Colorado and then take stations as follows: Major, staff and Troops E and G at Fort Grant, Ariz.; Troop F at Fort Wingate, N. M.; and Troop H at Fort Wingate, N. M."

Conditions in Benquet.
MANILA, Feb. 7.—H. P. Whitmarsh, Governor of the Province of Benquet, has returned from a circuit of the specially organized province. He telegraphs that the entire province is under the new laws and that elections have been eminently satisfactory.

D. M. Carman's Record.
SAN FRANCISCO, Feb. 7.—The Chronicle says: Dickerson M. Carman, who is in custody of the military authorities at Manila, pending investigation into the charges that he furnished supplies to the Filipino insurgents, was a resident of San Francisco for some years prior to his departure for the Philippines some two years ago. He organized the Kenwood Land Company and purchased 300 acres of land in Sonoma County, which was mortgaged for \$50,000. A number of Eastern people bought homes on the tract, but eventually the mortgage was foreclosed. Carman also organized the Alaskan Trading Company, which sent East a special car filled with exhibits. At Chicago

Carman was in trouble with the authorities, but managed to extricate himself. After the American occupation of the Philippines he went to Manila as the agent of a number of American firms and secured a practical monopoly of the handling of military supplies.

EFFECT ON CANAL QUESTION

Accession of King Edward May Lead to Pacific Settlement.

NEW YORK, Feb. 7.—W. T. Stead, in a dispatch to the Journal and Advertiser from London says: "The accession of King Edward may lead to a Pacific settlement of the Nicaragua Canal question. The King and his Ministers do not wish to begin the new reign with a wrangle with America about a question in which no substantive British interests are involved. No serious person cares two straws for the Clayton-Bulwer treaty, which for all practical purposes has been for years as dead as a door nail. It is felt that a very consideration of good feeling and good policy should prompt the Ministers to waive all mere questions of form and procedure in order to begin the new reign by a signal act of friendship, demonstrating the reality of the ties which unite the English-speaking world. There is reason to be-

THE HAGUE WEDDING

Marriage of Wilhelmina and Prince Heinrich.

CEREMONIES WERE SIMPLE

After the Palace Reception the Young Couple Left for Their honeymoon at Loo Palace—Festivities of the Dutch Capital.

THE HAGUE, Feb. 7.—Queen Wilhelmina's marriage to Duke Henry of Mecklenburg-Schwerin, who today became Prince Heinrich of the Netherlands,

in the affirmative, whereupon the Minister of Justice said:

"I now declare you married, according to law, and I wish you all possible happiness."

Turning to the husband he said:

"For the love of your bride you have left your land and your people. You have promised to be a true and faithful husband. The loyalty of all our people will be assured to you."

Then, turning to the Queen, the Minister of Justice said:

"You have seen how all the people, from the youngest child, have given you their homage at your coronation, and how they rejoice with you today, hoping that all possible happiness may be yours. Your happiness will reach further than your household. May God make your marriage a salutary one for our beloved country."

The Queen and Prince Heinrich have bound themselves by the contract, in accordance with the statutes, to recognize the husband as the head of the matrimonial union and to provide for and educate the children of the union. The husband assumes the responsibility of representing the wife in all civil actions and of administering her property, except as he is restricted by the marriage contract, by the terms of which he renounces any right to sell or mortgage her landed property. The wife promises

A FIGHT FOR TRADE

Shall Portland or Bay City Have Central Oregon?

TRIALS OF COLUMBIA SOUTHERN

Nevada-California-Oregon Railroad Is Also Aiming for Princerville and Burns, and It Would Lead Trade to San Francisco.

San Francisco's efforts to get the trade of Eastern Oregon are said to lie at the bottom of the trouble of the Columbia Southern Railroad. The Columbia Southern is projected through the state to Klamath Falls and Lakeview. This would open that country to Portland merchants and bring its trade this way. The Nevada-California-Oregon Railroad, a narrow-gauge line that extends northwestward from Reno, Nev., to Terno, Cal., a distance of 120 miles, is also aiming for the same territory. Its right-of-way agents, being now in the field in the vicinity of Silver Lake, Lake County, on the way to Princerville. The building of this road would mean the draining of the trade from the Columbia Southern, through Reno Junction, on the Central Pacific. The Columbia Southern has the best start for that field, and it is the game of the San Francisco interests to block it with litigation until the other line shall get command of the situation.

This purpose of interests adverse to Portland and Oregon is believed to have been revealed by the suit brought last week in the United States Court here by Charles Altshuler and Thomas D. Rumbaut against the Columbia Southern, asking that a receiver be appointed to take charge of the affairs of the company. Their ground for this action is that they are stockholders in the company, and they deem the course of the present management to be prejudicial to their interests. They further define their attitude in these words:

Your orator, Charles Altshuler, is the owner of the land grant of the Willamette Valley & Cascade Mountain Railway Company, which extends from Albany, Or., to Ontario, Or., and includes the townsite of Princerville, toward which the road of defendant company is being constructed. And your orator, Thomas D. Rumbaut, has an interest in said land grant contingent upon a sale of the same being made by or through him. The rights and stocks of a stockholder in the defendant company are of especial and peculiar value to your orator, and cannot be sold or conveyed by any other person.

Altshuler's home is in San Francisco. He owns about 40,000 acres of land in Oregon that could not be so immensely benefited by the building of any railroad to it. The Columbia Southern is yet 30 miles away from Princerville, but it has a route surveyed through that town to the southern border of the state. How the building of the Columbia Southern, or any other railroad, to Princerville could injure Altshuler's land grant is hard to understand. It is said that he is interested in the Nevada-California-Oregon road, which would explain his attitude. Any railroad would benefit him, but the Columbia Southern, which would explain his attitude. Any railroad would benefit him, but the Columbia Southern, which would explain his attitude. Any railroad would benefit him, but the Columbia Southern, which would explain his attitude.

The people of Eastern Oregon desire an outlet to Portland and are friendly to the Columbia Southern. Like any other people similarly situated, they will patronize a California railroad if they must. It means much to Oregon to have trade relations between its own people. The great central line of the Oregon offers an attractive field for railroads and other business enterprises. No other region of equal area and resources is so lacking in transportation facilities. The plans of the Nevada-California-Oregon company are said to include a branch line to Burns, there to connect with that other narrow-gauge road, the Sumpter Valley, that is in that direction. The Columbia Southern has similar plans. The success the San Francisco merchants have had in reaching back from Oregon on the Oregon Short Line for trade, was formerly handled by Portland, and gives special significance to this new move to control the commerce of a large part of the state. The question that is very soon to be decided is whether the Columbia Southern shall convey the commerce of half of Oregon to the southern limit of Oregon City. From the County Court it obtained a franchise over the county road from the Oregon City limits to Canemah, a mile further southward. After this franchise was formally accepted, the County Court rescinded its action, and it was understood that the city was adverse to having the franchise had granted over by the company.

By the terms of the grant the franchise would have expired March 3 next. The Oregon City & Southern Company, of which Clarence F. Clark is president, deemed prompt action necessary to secure its rights, and last Sunday it rushed up a lot of materials, put on a gang of workmen, ripped up the brick pavement and laid track a distance of 170 feet, to the city limits, and soon ran cars over the new track. The work of putting the new track in shape was continued until Wednesday afternoon, when it was stopped by an injunction obtained in the County Court. Wednesday night the Oregon City Council ordered notice sent to the Portland City & Oregon Railroad Company for it to discontinue running freight cars on the streets of the town, alleging that the ordinance permitting the operation of express cars did not give authority to run freight cars. The police force of Oregon

FIGHT OVER RAILROAD EXTENSION

Oregon City Stops Work on Franchise That Would Soon Expire.

There is a lively fight over the extension of the Oregon City trolley line. An allied corporation, the Oregon City & Southern, obtained a franchise from the city for use of the street from the present terminus of the East Side line to the southern limit of Oregon City. From the County Court it obtained a franchise over the county road from the Oregon City limits to Canemah, a mile further southward. After this franchise was formally accepted, the County Court rescinded its action, and it was understood that the city was adverse to having the franchise had granted over by the company.

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Site for Naval Arch.

NEW YORK, Feb. 7.—The approval of the city officials has been given to Battery Park for a site for a naval arch to commemorate the deeds of valor by the United States sailors. Mayor Van Wyck gave his approval of a site selected by a committee of the Naval Academy Alumni Association, and he said \$100,000 ought to be raised for such a purpose. According to the naval men who have taken hold of the plan the money will be raised either by popular subscription from the City of New York or by aid from the State of New York or the United States Government.

Denver Police Investigation.

DENVER, Feb. 7.—The Fire and Police Board has suspended Arthur Marlyn, captain of police; George Sanders and T. E. McEliff, detectives, and Policeman Jack Slack, pending a public investigation of the charges of receiving bribes from keepers of gambling-houses, houses of ill-fame and other criminals. The investigation will be held Friday.

(Continued on Next Page.)



QUEEN WILHELMINA AND PRINCE HEINRICH, OF THE NETHERLANDS.

lieve that the treaty would be accepted as it stands were it not for the representations that such a course would not be regarded with favor by some members of President McKinley's Cabinet. If Secretary Hay were to cable Ambassador Choate authorizing him authoritatively to contradict the report that any member of the McKinley Cabinet would regard acceptance of the amended treaty with displeasure, the way would be cleared for the King to signalize the beginning of his reign by bringing this controversy to an amicable issue."

Will Control the Salt Trade.
LONDON, Feb. 7.—The visit of R. W. White, of the National Salt Company, to England, is reported in connection with the McKinley Cabinet would regard acceptance of the amended treaty with displeasure, the way would be cleared for the King to signalize the beginning of his reign by bringing this controversy to an amicable issue."

SUMMARY OF IMPORTANT NEWS.

Foreign.
Queen Wilhelmina and Prince Heinrich were married at The Hague. Page 1.
An explosion in a Mexican mine killed 87 persons. Page 1.
King Edward will open Parliament in person. Page 2.

Congress.
The Senate passed the pension bill. Page 2.
Morgan spoke against the ship subsidy bill. Page 2.
The House passed the postoffice bill. Page 2.
The diplomatic and consular bill was taken up by the House. Page 2.
The charges against Delegate Wilcox will be investigated. Page 4.

Domestic.
The Carnegie deal has not yet been closed. Page 2.
Five men were killed in a wreck on the Erie road. Page 2.
Arguments for the defense were heard in the Cincinnati light case. Page 2.
Mrs. Nation spoke in the Kansas Legislature. Page 5.

Northwest Legislatures.
Oregon Legislators are still unable to decide on Senator. An all-season fight is probable. Page 4.
Oregon issues voted against Supreme Court Commission. Page 4.
Multnomah delegation decides to abolish Commissioner Steele's office, and to replace Auditor Pope by H. B. Adams. Page 4.

Washington Senate voted to purchase Thurston County Courthouse for Capitol. Page 5.
Test vote on Preston (Washington) railway bill indicated its defeat. Page 5.
Local option measure has been substituted for gambling license bill in Idaho. Page 5.

The Utah and Idaho Legislatures may visit the Oregon body. Page 5.
Pacific Coast.
Idaho took final steps for reclamation of 30,000 acres of land under the Carey act. Page 5.
Andrew Carnegie has offered to give Tacoma \$50,000 for a library building. Page 5.

Wells' institute for discussion of farm topics proved a success. Page 5.
Commercial and Marine.
Steel combination the feature of the stock market. Page 11.
Wheat has steadied again. Page 11.
Two big steamships coming to Portland for lumber. Page 10.
Condor makes a fine run down the river. Page 10.

Terrible accident on the steamer Ventura. Page 10.
Portland and Vicinity.
Gift of \$25,000 to Portland Library by the daughters of Henry Felling reported. Page 10.
Rev. J. E. Snyder receives call to his former pastorate at Brownsville. Page 12.
Annual meeting of Woman's Flax Fiber Association. Page 8.

Professor Charles Mills Gayley begins course of lectures on literature. Page 7.
The question of trade supremacy in Central Oregon is said to lie at the bottom of Columbia Southern difficulties. Page 1.

was a huge family affair. All Holland that could come to The Hague to participate was here. Those who stayed at their homes in other cities and villages of the kingdom celebrated with parades, decorations and banquets. Never was seen a more beautiful and happy wedding. The popular belief that it is a love match gives a romantic coloring to the event, which is generally lacking in royal marriages.

The ceremonies were the same simple as those of the reformed church by which the humblest of Queen Wilhelmina's subjects are married. The whole spirit of the affair was plain and democratic, although the costly gowns and jewels and the showy uniforms of distinguished personages, high officials of the kingdom, the army and the navy, are representatives of the people in Parliament, and the municipalities, furnished a regal stage setting. The venerable pastor administered to the bride and groom a caution that their high positions would not shield them from the common sufferings and sorrows of humanity.

Queen Wilhelmina made a very winning bride. She blushed and became confused over the ceremonial with the ring, as all brides are supposed to do, while her happiness and pride over the enthusiasm of her people were plainly depicted on a mere matter of form. Prince Heinrich was an awkward but stalwart and manly figure. He was forgotten or badly trained in the part, for the pastor had to give him two or three hints as to how to carry himself. Those sitting near enough to hear the responses describe him as saying, "Jah, mein herr," when he should simply have replied, "Jah."

The scene as the royal couple stood with clasped hands before the chaplain in a circle of brilliantly arrayed personages, including their relatives and people, composing the highest families of Holland and the neighboring German principalities, was wonderfully gorgeous. The masses of variegated coloring rendering more effective the blue, gold and white banded up against the walls of the church. The building itself is a cathedral in size, but is as plain as a meeting-house in its furnishings.

Tonight the populace is like a multitude of happy children. Thousands are swarming through the principal streets, which are nearly impassable, blowing horns, singing the national hymn, following the bands, smashing hats and lanterns. Aged conservatives with their hands from the provinces are joining hands with stylish city folk and dancing to the music of street organs. There is considerable mild hilarity, inspired by wine, but no offensive drunkenness. Sailors, fishermen and farmers wear their usual quaint costumes and a few soldiers are mixed with the crowds.

A noteworthy feature of the holiday season is the entire absence of extortion on the part of the hotel and shopkeepers and the warm-hearted hospitality with which all strangers are received is equally observable. The Dutch journalists rented the former Austrian Legation, one of the handsomest houses in the city, and made it a club for foreign correspondents, who have been the recipients of universal kindness.

The entire expenses of the wedding will be borne by the royal family, without any government appropriation. They amount to several hundred thousand guilders. The Court Gazette publishes a decree, signed by the Queen, announcing that the Prince of the Netherlands will have a seat in the advisory state council. The civil ceremony in the Palace of Justice was very brief. The bride and groom, the Queen's mother and the mother of the groom and six witnesses inscribed their names upon the official document. The Minister of Justice first asked the mothers, according to the usual form, if they had any objections to the marriage, and they answered in the negative, amid great smiling. In asking the bride and groom if they were willing faithfully to fulfill all the duties of the married state, the Minister of Justice said:

"The question is most important, not only to you but to our beloved country." The Queen and her betrothed answered

to obey the husband, but by a special recent act of the Dutch Parliament, she is exempted from the usual promise to "dwell with him wherever he deems it best to live." The contract also provides that the Queen shall allow the husband interest on 50,000,000 guilders, and that he shall receive no income from the state except in the case of the Queen's death.

The Queen and Prince Consort stole a march on their friends when they arrived at the railway station with a party of guests at 4 o'clock in the afternoon and boarded a special train waiting there to take them to Loo Palace.

MOUNTAIN TOP BLOWN OFF.

Terrible Explosion in a Mexican Mine Killed 87 Persons.

CHIHUAHUA, Mex., Feb. 7.—Word has just reached here of one of the most terrible mining disasters that ever occurred in Mexico. An explosion in the San Andres mine, situated in a remote locality of the Sierra Madre, in the western part of the State of Durango, caused the death of 87 men, women and children, and injured many others. The catastrophe was due to the explosion of several hundred cases of dynamite, which was stored in an underground chamber of the mine. Electric wires, connecting with the hoisting machinery passed through the room in which this dynamite was stored, and it is supposed that these wires became crossed, thereby causing a fire which set off the dynamite.

All of the killed and injured were located on the surface, most of them occupying residences right over the underground workings of the mine. The explosion tore away the whole top of the mountain on which the village was located, and men, women and children were blown into small pieces. Among those who were killed was Herman Lautman, the superintendent of the mine, and all the members of his family.

At the time of the explosion there were several hundred miners at work in the lower workings of the mine, and, strange to say, none of them were seriously injured, although they were all severely shocked by the terrific force of the explosion. They rushed to the surface through one of the shafts that was not filled with debris and the slight that met their eyes in the almost complete destruction of the little village is indescribable. The work of gathering up the fragments of the unfortunate victims of the explosion scattered over the mountain was begun, and they were placed together and buried in one grave. But few of the mangled remains were recognizable. Rumors were sent to neighboring camps for surgeons to attend to the injured, and it was some time before they arrived, have taken hold of the plan the money will be raised either by popular subscription from the City of New York or by aid from the State of New York or the United States Government.

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