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THE AEOLIAN COMPANY. M. B. WELLS, Sole Northwest Agent. Aeolian Hall, 353-355 Washington St.

A HARMONIOUS SESSION. Expected Unpleasantness Did Not Occur at Pan-American Congress. MEXICO CITY, Dec. 4.—At this morning's session of the Pan-American conference, M. Buzo, of Paraguay, arose and said that at the close of the previous session the president had given him the floor to reply to Walker Martinez, of Chile.

CONCENTRATION CAMPS. Governor Yates' Appeal for Help for the Sick and Needy. SPRINGFIELD, Ill., Dec. 4.—Governor Yates tonight issued a proclamation calling attention to the destitute and helpless condition of Boer women, children and other non-combatants in the British camps in South Africa, and calling upon all charitable-disposed and humane citizens of Illinois to contribute money, medicine, food and clothing for the use of the sick and needy persons in these camps.

PART OF THE NATION

Philippine Ports Subject to Coastwise Laws.

EFFECT OF RECENT DECISIONS

Nothing Will Be Done to Stop Present Traffic Until the Treasury Department Makes a Formal Announcement. WASHINGTON, Dec. 4.—It is the general impression of lawyers who have examined the opinions of the Supreme Court that the recent decision of the Philippine ports a part of the United States, and subject to the coastwise laws, which prevent foreign ships carrying goods from one port in the United States to another, is in effect, however, that nothing will be done to stop any such trading under this decision until the Treasury Department makes an announcement, such as in the case of Porto Rico. The legislation for Porto Rico did not change this condition and it exists today, and there is a probability that no legislation changing the condition will be enacted.

STATUS OF THE ISLANDS.

Root Wants It Determined From a Revenue Point of View. WASHINGTON, Dec. 4.—Secretary Root is taking counsel with some of the Republican party leaders in the preparation of a programme to meet the decision of the Supreme Court in the case of the Philippine ports a part of the United States, and subject to the coastwise laws, which prevent foreign ships carrying goods from one port in the United States to another, is in effect, however, that nothing will be done to stop any such trading under this decision until the Treasury Department makes an announcement, such as in the case of Porto Rico. The legislation for Porto Rico did not change this condition and it exists today, and there is a probability that no legislation changing the condition will be enacted.

REFUNDING OF DUTIES.

Secretary Gage's Instructions to Collectors of Customs. WASHINGTON, Dec. 4.—The Secretary of the Treasury today issued the following circular of instructions to Collectors of Customs regarding the refunding of duties collected from imports from the Philippine Islands: "Referring to the recent decision of the Supreme Court of the United States relative to imports from the Philippine Islands, I have confirmed the department's telegram of the 2d inst., as follows: "Discontinue to require entry and collection of duty on merchandise imported from the Philippine Islands to be shipped from Manila. Allow free delivery goods in bond. Detail cigars and cigarettes until internal revenue stamps are affixed under circular 31 and 32, current year. Refunds will be made by certified statement where protests duly filed."

REVENUES FOR THE ISLANDS.

Bill Introduced in the Senate Yesterday by Lodge. WASHINGTON, Dec. 4.—Senator Lodge today introduced a bill to provide revenues for the Philippine Islands, which the tariff passed by the Philippine Commission September 17, 1901, and approved by the Secretary of War, shall remain in full force and effect. This bill covers goods going into the islands. The second section of the bill provides for levying the same duty and tariff on goods imported into the United States from the Philippine Islands that are now collected on foreign countries. Section 3 provides that until otherwise ordered, statutory laws of the United States shall not be in force in the Philippines, except as ordered by the Philippine Commission. Section 4 provides that all duties collected in the Philippines shall be paid into the Philippine treasury.

WILL STIMULATE TRADE.

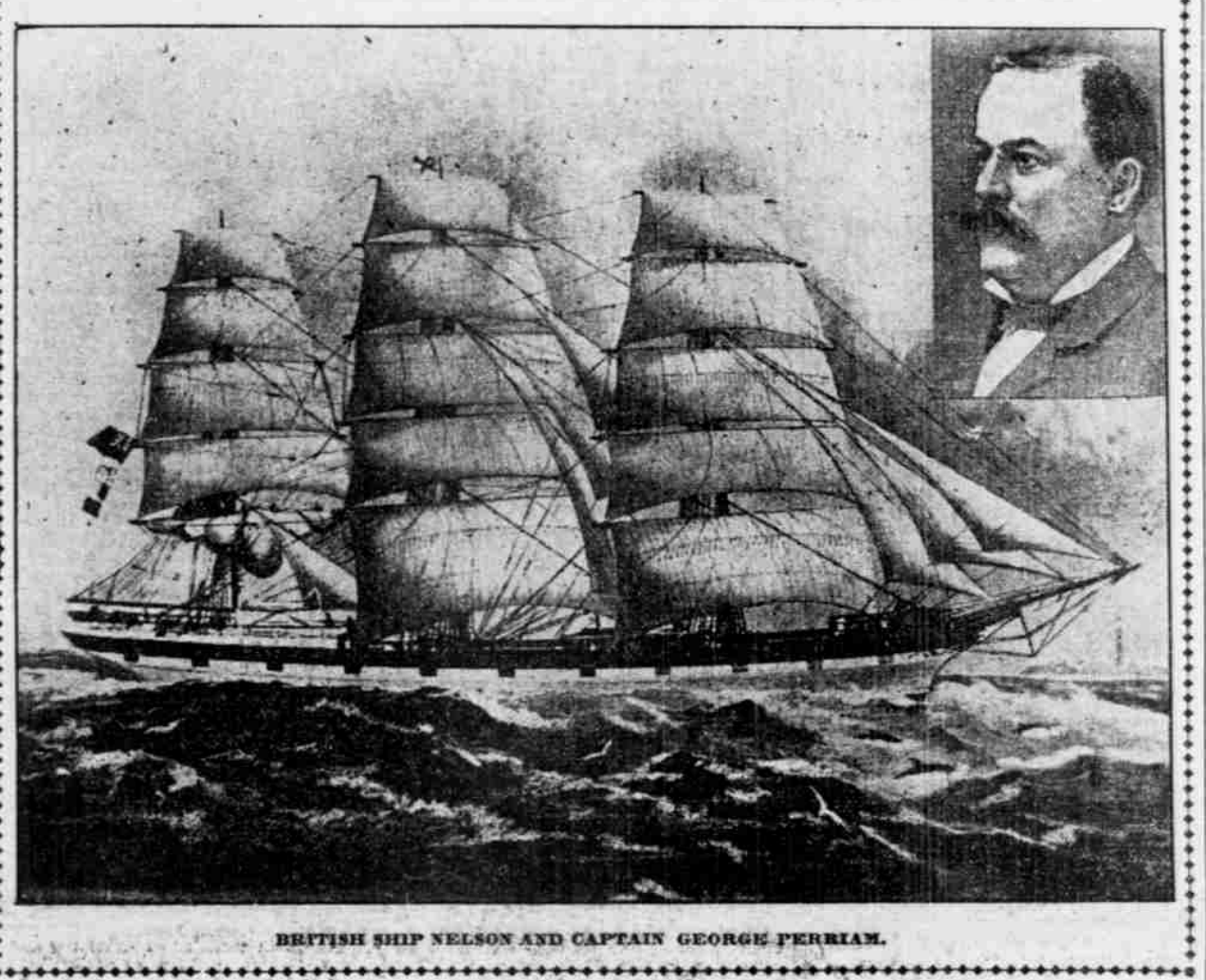
Beneficial Effect of Removal of Philippine Tariff. Cheap cigars and cheaper rice are expected to be the most important results of the Supreme Court decision relative to the Philippine tariff. Rice sugar, also, will come in free, but as that will be handled by a trader, and not considered an article of commerce, and the removal of the duty will hardly affect the price. The duty on Philippine cigars has been very heavy, according to Collector of Customs Patterson, and the imports have not been large at this port. "I have been obliged to pay a duty of \$4.50 per pound and 25 per cent ad valorem. These cigars valued at \$9 per 100 would have to pay a duty of \$5, which would add greatly to their cost by the time they reached the consumer. If dealers could make money on them before the duty was taken off, they can sell them much cheaper hereafter, and yet make a larger profit." Cigar dealers spoken to yesterday on the matter manifested no uneasiness over the result of the decision, as Philippine

VICTIM OF THE GALE

British Ship Nelson Was Roughly Handled.

LOST SAILS, BOATS, BULWARKS

Unconfirmed Report That She Foundered Off Gray's Harbor—Captain and Pilot Believe Otherwise. ASTORIA, Or., Dec. 4.—There is a general belief that the ship Nelson, which was reported in distress off the mouth of the river yesterday afternoon, went



down at 10 o'clock last night with all on board, about 20 miles off Gray's Harbor, although there is a possibility that she may still be afloat. The Nelson sailed from this port on November 25 with a cargo of grain for Europe. How far she had proceeded when her trouble began may never be known. Yesterday morning she appeared off the mouth of the Columbia, and the tug Tootoosh and Wallula went to her assistance. Captain Perriam, the ship's master, reported that her cargo had shifted, all her sails had been carried away, and her bulwarks and boats smashed. The ship was towed in beyond the lightship, and had the intention of taking her before the wind to Puget Sound. Captain Perriam was signaled to make sail, but the only piece of canvas he set was a small jib, and the wind was blowing a hurricane from the southwest and the waves running mountain high. The ship appeared entirely helpless and rolled her yards in and out almost continually under the big seas.

A CARNegie PLAN.

Refuge Will Be Established for Aged Telegraphers. NEW YORK, Dec. 4.—Andrew Carnegie has under consideration the gift of a large sum of money to be used for the benefit of the aged telegraphers in this section of the country, and other mercantile establishments of a combination club and hospital, a general pension fund and the founding of an Acadia in New Jersey. This includes the establishment of a town with lots and houses, to be sold at the maximum of \$250 each. Rentals are fixed according to this plan at 10 per cent, and the interest at 1 or 2 per cent, to go to the general fund. Libraries and co-operative stores also are to be established, in which everything is to be given to telegraphers at cost.

Against the Trusts.

WICHITA, Kan., Dec. 4.—At a meeting of the Implement Dealers' Association of the Southwest, in this city, today, D. W. Blaine, of Pratt, introduced a resolution calling on the members and other mercantile concerns to organize a nonpartisan anti-trust league, and to turn down any Congressman who will not pledge himself to anti-trust legislation. The resolution was adopted.

CANAL IN NICARAGUA

Recommendation of the Isthmian Commission.

REPORT SENT TO CONGRESS

Estimates the Cost at One Hundred and Eighty-Nine Millions—Advantages of the Northern Route Over Panama. WASHINGTON, Dec. 4.—The report of the Isthmian Canal Commission was sent to Congress today. The commission, as anticipated several weeks ago, favors the Nicaragua route, and makes an estimate of \$189,950,000 as the total cost of construction of the canal through Nicaragua. The estimated cost of the Panama route is \$142,500,000, but the report says it would cost \$101,141,000 to obtain the Panama concession. The commission values the work done at \$40,000,000.

The report says the Panama route is feasible as a sea-level canal, while the Nicaragua route must be locks, but Lake Nicaragua will furnish an inexhaustible supply of water for the canal. The Nicaragua route has no natural harbors at either end, but satisfactory harbors may be constructed. Harbors already exist at each end of the Panama route, but considerable work must be done at the entrance of the harbor on the Atlantic side. With adequate force and plant the commission estimates that the Nicaragua canal can be completed in six years, exclusive of two years for preparation. Ten years is estimated to complete the Panama canal. The total length of the Nicaragua route is 183.65 miles and the Panama route 49.09 miles. The estimated cost of operating and maintaining the Nicaragua Canal annually is \$1,500,000 greater than that of the Panama Canal. The estimated time for a deep-draught vessel to pass through the Panama Canal is 12 hours, and through the Nicaragua Canal 24 hours. The Nicaragua route, the report says, is more advantageous for commerce, save that originating on the west coast of South America. For the Gulf ports the advantage is two days, and for most of the ports on the Atlantic and Pacific one day. The Nicaragua route is said to be better for sailing vessels on account of favoring winds. Hygienic conditions also favor Nicaragua. The commission says the United States should acquire control of a strip of territory 10 miles wide, and the canal to be dug through which to build the canal. The consent of Nicaragua and Costa Rica must be obtained to construct the canal, but a new concession cannot be granted to the Colombian Government to the Panama Canal Company have many years to run, and a new concession cannot be granted to the United States. The report concludes as follows: "After considering all the facts developed by the investigations made by the commission, the actual situation as it now stands, and having in view the terms offered by the new Panama Canal Company, this commission is of the opinion that the most practical and feasible route for an isthmian canal to be under the control, management and ownership of the United States is that known as the Nicaragua route." George S. Morrison, a member of the commission, submits a minority report favoring the Panama route. He says the estimates for the Nicaragua Canal do not make sufficient provision for unknown conditions and contingencies. No consideration, he says, has been given to accidental interruptions of traffic by Nicaragua, which he thinks would not be so likely to occur at Panama. He believes that better conditions and terms can be arranged through the Panama Canal Company's rights than by any negotiations with Nicaragua and Costa Rica. The Government, after securing these rights, could grant the right to state directly with Colombia for the right to construct the canal. He closes by saying: "The Panama route has advantages over the Nicaragua route in cost of construction, in cost of operation and in convenience when done, while its use is less likely to lead to local international complications. If the United States Government is to build an isthmian canal, the Panama route is the best."

HEAVY GALE AT SEA.

Severe Storm Raged Off the Coast—Wind 100 Miles an Hour. The severest storm of the season raged off the Oregon and Washington coast all day Tuesday and a portion of yesterday. Weather Forecast Official Beas estimated that the wind velocity off the coast was 90 miles an hour, with gusts reaching 100 miles. Wires were down on the Western Union lines between Portland and Astoria, and the long distance telephone lines suffered more severely. Until 4 o'clock yesterday afternoon communication was cut off between Portland and Tacoma, Seattle, Walla Walla, Astoria, Spokane, Ashland and other points. The wires were evidently blown down during the gales of Tuesday night. "It was a storm of unusual violence," said Forecast Official Beas yesterday. "Early Tuesday morning the barometer began falling, and reports received from observation stations within a radius of 30 miles of Portland all indicated that a storm of magnitude was blowing in from the ocean. Observers were ordered to take special observations and report up this office. "Warnings were sent to the different ports of the coast in plenty of time to notify shipping men that the storm was coming. The signals were displayed at 8:30 A. M. at Astoria, and all points had been notified by 10:30. The winds increased during the morning and afternoon, and shifted about 4 o'clock Tuesday afternoon from southeast to southwest. The gale blew even harder than before, and kicked up a nasty sea that would have obscured the best of sailing or steam craft. "Our reports show that the wind was blowing at a rate of 36 miles an hour in Astoria Tuesday afternoon, and Astoria is in a sheltered position. I have no doubt that the gales at sea attained a velocity of 90 miles an hour, with occasional gusts at a rate of 100 miles. In the morning it was blowing 35 miles an hour at Tacoma and Neah Bay, and later reports were not obtainable from the last named place owing to the wires being down. "The highest velocity attained in Portland was 30 miles an hour, at 10:30 P. M. Tuesday. The storm generally moved from the mouth of the Columbia River to the Straits of Juan de Fuca, and yes-coast line of British Columbia."

SUMMARY OF THE DAY'S NEWS.

Congress. The Senate only was in session. Page 2. One resolution and two bills on the subject of anarchies were introduced. Page 2. The isthmian canal report and the Hay-Pauncefote treaty were submitted. Page 2. Secretary Gage's annual report was sent to Congress. Page 2. Logic maintained in bill providing that the Philippine tariff act remain in force. Page 1. Foreign. Prince Henry of the Netherlands fought two duels. Page 2. British noblemen are wrangling for empty honors at the coronation. Page 2. Foreign papers generally comment favorably on the President's message. Page 6. Domestic. Philippine ports are held to be subject to United States coastwise laws. Page 1. The Isthmian Canal Commission recommends the Nicaragua route. Page 1. Grant Copeland, of Walla Walla, read a paper at the National Lavestock Convention. Page 3. Pacific Coast. County Court of Marion County would work of Sheriff because it believes he exceeded his authority. Page 1. Worst sale in 12 years on Lower Puget Sound. Page 4. Mammoth quartz ledge discovered near Grant's Pass. Or. Page 4. Commercial and Marine. Bulls were in control of Eastern grain markets. Page 11. New York stock market gained conspicuous strength on narrow dealings. Page 11. British ship Nelson reported lost off Gray's Harbor. Page 1. Barge Wheeler lost in the breakers near Yaquina. Page 10. Steamer Clara Brown wrecked at Al-Ki Point, on Puget Sound. Page 10. Portland and Vicinity. Ladd & Titton gave \$20,000 to Lewis and Clark Centennial fund. Page 8. Northern Pacific Railroad will make extensive improvements in Portland. Page 2. Trained of Oregon hops will start East Friday. Page 5. Gender Ketchers sets \$10,000 verdict against Bunker Hill & Sullivan Mining Company. Page 10. A new contestant appears in Tillamook land cases. Page 5.