

12 Interesting Features
In Tomorrow's
Oregonian.

Oregonian

Tomorrow's Oregonian
Will Be of Exceptional
Interest.

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American and European Plan.

American Plan \$1.25, \$1.50, \$1.75
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Our Annual Clearance Sale

...Will Begin...

Thursday, January 2, 1902

SPECIAL DISCOUNT ON
DECORATED CHINA AND SEMI-
PORCELAIN DINNER SETS, CUT
GLASS, SILVER-PLATED WARE,
CUTLERY, LAMPS, ETC.

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New Falling Building, 248 Washington Street, Near Third.

WE WILL OFFER THE FOLLOWING EXTRA SPECIALS FOR SATURDAY

Men's unclaimed tailor-made Silk Vests, \$5.00 values, for - - - \$2.50
Men's unclaimed tailor-made Wool Trousers, \$7.50 values, for - - - \$2.50
Men's unclaimed tailor-made Overcoats, \$25.00 values, for - - - \$12.50
Men's unclaimed tailor-made Suits, \$30.00 values, for - - - \$12.50

No Pianist Ever Walked

Who could or can get as much music out of a piano as a competent performer can get out of an Aeolian Orchestrelle. We don't mean quantity alone, but quality of the highest order, coupled with an unlimited repertoire.

THE AEOLIAN COMPANY
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CRIMPING AT PORTLAND.

French Paper Demands That Diplomatic Action Be Taken.

NANTES, France, Jan. 3.—Le Petit Phare publishes a leading article today, entitled "The White Slave Trade," in which the paper follows up the charges of crimping methods employed at Portland, Or., contained in a letter signed by eight French captains and dated Portland, November 28, and published by this paper December 28, in which the writers asked the French Consul-General at San Francisco to intervene and demand a Government inquiry into the subject. Today's article contains extracts from letters of captains showing that 37 French sailors were beaten and deserted their ships at Portland during the month of November. Le Petit Phare urges that French diplomatic action be taken in this matter, and says:

DIED A REAR-ADMIRAL.

Captain Leary Was Promoted, but Was Not Informed of It.

BOSTON, Jan. 3.—Information from Washington shows that Captain Richard B. Leary, United States Navy, who died at Chelsea recently, died a Rear-Admiral without being conscious of the fact. It was a promotion which he had looked for, and it is said to have been the one thing which troubled him in his last moments. The appointment was made the day before he died, but it was only when his brother-in-law, Dr. Fairfax Irwin, returned from his funeral at Annapolis that the appointment was found.

Wants the Women to Propose.

ST. LOUIS, Jan. 3.—Dr. Charles Kloss pastor of the First Congregational Church, at Webster Grove, has caused a sensation by suggesting in an interview that women should propose marriage. There are nearly 300 members of the congregation, and last year there were only about a dozen marriages among the members. Dr. Kloss is disposed to blame the women. He says they are too timid, and there is no reason why they should not do the proposing themselves.

O'Rell Rests Comfortably.

NEW YORK, Jan. 3.—Max O'Rell (M. Paul Blouet), who was operated upon yesterday at the French Hospital, was reported today to be resting comfortably. At the hospital it was said that M. Blouet was operated upon for stricture of the bowels, and not appendicitis, as reported.

LINER GOES DOWN

Walla Walla Sunk Off Mendocino.

MANY LIVES LOST

An Unknown Bark Strikes Her and Disappears.

STORIES OF THE SURVIVORS

Vessel Remains Afloat But 55 Minutes After Collision—Good Work in Life-Saving by a Well-Disciplined Crew—Passenger List.

SAN FRANCISCO, Jan. 3.—A collision at sea Thursday morning between the steamship Walla Walla and an unknown sailing vessel resulted in the sinking of the steamship and the probable loss of at least 20 lives. The Walla Walla, owned by the Pacific Coast Steamship Company, sailed from San Francisco January 1 for Puget Sound ports. She carried 26 first-class passengers, 23 second-class and a crew of 50 men. When off Cape Mendocino, on the California Coast, at 4:30 Thursday morning, an iron bark, believed to be French, loomed up in the haze and crashed into the Walla Walla's bow. Then the sailing vessel slid off into the darkness and was seen no more. All the passengers and crew of the Walla Walla, except the few on watch, were asleep, but were roused by the crash. The steering quarters were in the bow, and it is believed that some of the steeage passengers and crew were crushed to death.

A big hole was made in the steamer's bow, and she sank in 35 minutes. The officers and crew maintained strict discipline, and boats and life rafts were lowered. All who were not killed in the collision got off, except Hall, who went down with the ship. He was picked up later by one of the boats, uninjured, with the exception of a few bruises. There was a heavy sea running, and the main deck could not make a landing on the shore a few miles distant. They drifted about all day, and finally 50 people were picked up by the steamer Despatch, which took them to Eureka. Another boat, under command of Engineer Brown, containing 13 people, attempted to land at Trinidad and was swamped. John Wilkinson, quartermaster, William Martel, fireman, L. Drupe, a passenger, and three unknown men were drowned. Those in the boat who were saved were: Engineer Brown, Fireman John McClellan, Coal-Passer William Schlun, Sailor O'Leary, Chief Cook Marshall and passengers William B. Smith and William Morehouse.

When the Despatch reached Eureka this morning with the survivors, the tug was immediately sent out for the missing boats. The tug Ranger picked up one containing 11 passengers and three of the crew.

List of the Missing.

SAN FRANCISCO, Jan. 4.—The following is the most complete list obtainable of the passengers, officers and crew of the wrecked steamer Walla Walla, who are missing. A few of these have been reported as dead, but no bodies have yet been recovered:

- Passengers:
- GEORGE L. FIELD.
 - J. A. GRAY.
 - A. KOTZERNUR AND WIFE.
 - MRS. ERICKSON.
 - CHARLES NIETZ.
 - DR. B. F. ALLEN AND WIFE.
 - MRS. L. JOHNSON.
 - L. M. KENSELMAN.
 - W. C. MOORE.
 - M. C. MARSH.
 - H. ERICKSON AND THREE CHILDREN.
 - J. BROWN.
 - D. JONES.
 - F. M'CRIMMENS.
 - L. M. PATERSON.
 - C. H. SMITH.
 - L. DRUBE.
 - G. NICHOLSON.
 - A. HANSEN.
 - C. LAWSON.

Officers and Crew:

- CHIEF OFFICER P. NIELSEN.
- CHIEF ENGINEER GEORGE H. CROSBY.
- SECOND OFFICER G. LUFF.
- THIRD OFFICER GEORGE HALDORN.
- FOURTH OFFICER CECIL BROWN.
- PURSER E. L. NUTTMAN.
- STEWARDESSES MRS. MINNA REYNOLDS.
- A. HOLMES.
- S. CARLSON.
- JOHN WILSON.
- JOHN ENGLISH.
- R. SOMMER.
- E. JOHNSON.
- N. NELSON.
- M. HAALVE.
- D. JOHNSON.
- W. B. DORLAND.
- W. J. BARTEL.
- G. ROYCE.
- D. GALLAGHER.
- J. CALLAGHAN.
- J. CONNELL.
- S. MULLILO.
- FRANK REARDON.
- JOHN SHELL.
- T. B. WILLIAMS.
- F. RHODE.
- ED. REISS.
- I. HOLLOWAY.
- T. H. WILLIAMS.
- J. O. JOHNSON.
- GEORGE MORRISON.

The Captain's Story.

EUREKA, Cal., Jan. 3.—Captain A. L. Hall, master of the wrecked steamer, gives a graphic account of the disaster. He says: "We left San Francisco Wednesday, bound for Victoria and Puget Sound. The weather thickened as the night advanced, and Thursday morning a heavy fog, accompanied by a light rain, set in. About 4:30 A. M. I was suddenly awakened by an awful crash on the port side, well forward. My officer Luke was on watch at the time. The housing, especially in the vicinity of my cabin, was badly shattered, the main force of the

PERRAULT MUST GO

Removal of Idaho Surveyor-General Called For.

VIOLATED CIVIL SERVICE LAW

Serious Charges Also Made Against His Chief Clerk, Robb-Hermann's Connection With the Case—Cuban Affairs.

WASHINGTON, Jan. 3.—The Civil Service Commission today called on Secretary Hitchcock for the immediate removal of Surveyor-General Joseph Perrault, of Idaho, for persistent and frequent violations of the civil service law. Some of his appointments, Perrault is charged, were made without cause, classified employees, appointed unclassified, men in their places. He also appointed as his chief clerk B. A. Robb, of Oregon, whom he kept in office 19 months as a temporary employe before having him placed on the classified service by order of President McKinley. Perrault is by trade a harness-maker, and Robb a lawyer, and it is alleged that neither understand surveying or engineering.

The conduct of the Surveyor-General's office has not been satisfactory in other ways than appointments. Soon after Perrault removed the first batch of clerks, the Civil Service Commission asked Commissioner Hermann what qualifications he thought were necessary to fill classified positions in that office. His reply set such a ridiculously high standard of efficiency that the commission says it was impossible for a time to create an eligible list. In view of this condition, the Surveyor-General was authorized, under the law, to fill the positions by temporary appointments for 90 days at a time, thus evading the civil service law. Properly classified and thoroughly competent employes were turned out of office arbitrarily and incompetently and unworthy persons were retained for several years, and in direct defiance of instructions of the Civil Service Commission.

But this is not all. The opinion prevails in the commission (based on innumerable statements on file) that since the appointment of Robb as chief clerk, practically all public surveys in which there has been any considerable profit, not only in Idaho but in Oregon and Washington as well, have been awarded to the father of Chief Clerk Robb, to the detriment of local surveyors, who have been able to secure awards only on trifling or difficult bits of work. It seems to be the impression among some who have filed charges with the commission that the Robbs are old friends of Commissioner Hermann, and that he is indebted to them for past favors.

There are also charges of a more or less serious nature against Chief Clerk Robb, who is known to have acted in a decidedly improper manner, and his case is likely to have early consideration.

All in all, the commission says, this is the worst case that has yet come to its notice. In view of the fact that Perrault's four-year term will expire January 12, he may be retained until that date. A full statement of the case has been handed to the two Idaho Senators, and will probably be sent to the President, in which event Perrault's reign is surely doomed. His appointment is said to have been made at the request of ex-Senator Shoup.

Spokane Postmaster's Fight.

In view of the attitude of the Postoffice Department, as announced today, it seems impossible that Postmaster Temple, at Spokane, can be reappointed. The backers of Harrison, the department stated, it is the practice of this Administration not to allow an opposition Senator to name the postmaster in his home town if there are Republicans in his delegation, but merely to say whether or not persons recommended by them are acceptable to him. This being the case, Senator Turner cannot name the Spokane postmaster, but may merely say whether or not Harrison is acceptable, or, if the nomination is contrary to his wishes, he may have the option of holding it up in the Senate and blocking confirmation.

The Republicans of the delegation say that if Harrison is not confirmed, Temple can never have the nomination, as his late course has been decidedly distasteful to them. All three of them are confident, moreover, that Senator Turner will not hold out long against the appointment of Harrison, when he realizes that Temple cannot be reappointed. No appointment will be made, however, until the new Postmaster-General assumes office.

STATE TAXES FIXED

First Apportionment Under the New Oregon Law.

HOW THE RATE IS DETERMINED

Amount to Be Raised Is \$250,000 Greater Than It Was Last Year—Items of Expense to Which the State Will Be Subject.

SALEM, Jan. 3.—The Governor, Secretary of State and State Treasurer today estimated the amount of revenue to be raised for state purposes for the year 1902 at \$55,000 for general purposes and

San Francisco Lobby.

San Francisco is bringing to bear a strong lobby in the hope of having the Senate strike out that provision of the Philippine tariff bill which renders inoperative for three years the provisions of the coastwise law in the islands. The assertion is made that there are ample American ships on the Pacific Coast to conduct this trade now, and that coastwise laws should go into effect without delay. Representative Jones has written the Chambers of Commerce of Tacoma and Seattle asking their views. Tacoma answers that immediately to enforce the laws would totally destroy all the trade of the North Pacific Coast with the islands. There is some fear that the lobby may create an impression that there is an ample number of American ships now on the Coast.

Progress of the Cubans.

The Administration and Congress are watching with interest the progress of the Cubans toward forming an independent government. The Cuban election is expected to be held Tuesday, February 24 and elect a President of the republic, a Vice-President and Senators. The members of the House of Representatives were selected Tuesday. When the President is chosen the Military Governor of Cuba will proclaim the President and Vice-President, and will convene the Congress, also setting a date for the transfer of the government of the island to the government thus established.

The Cuban Congress will assemble the first Monday in April. Its first business will be to ratify the treaty which the President of the republic has in the meantime entered into with the United States, and the ratification of which must be antecedent to the withdrawal of the main body of American troops. It is thoroughly understood, however, that the United States flag will not completely disappear from the island, but will float from the coaling or naval stations ceded by that treaty. All the steps for the handing over of the government of Cuba to its own people are being taken with regularity, and so far as the acts of the United States are concerned, in accordance with the mandates of the American Congress.

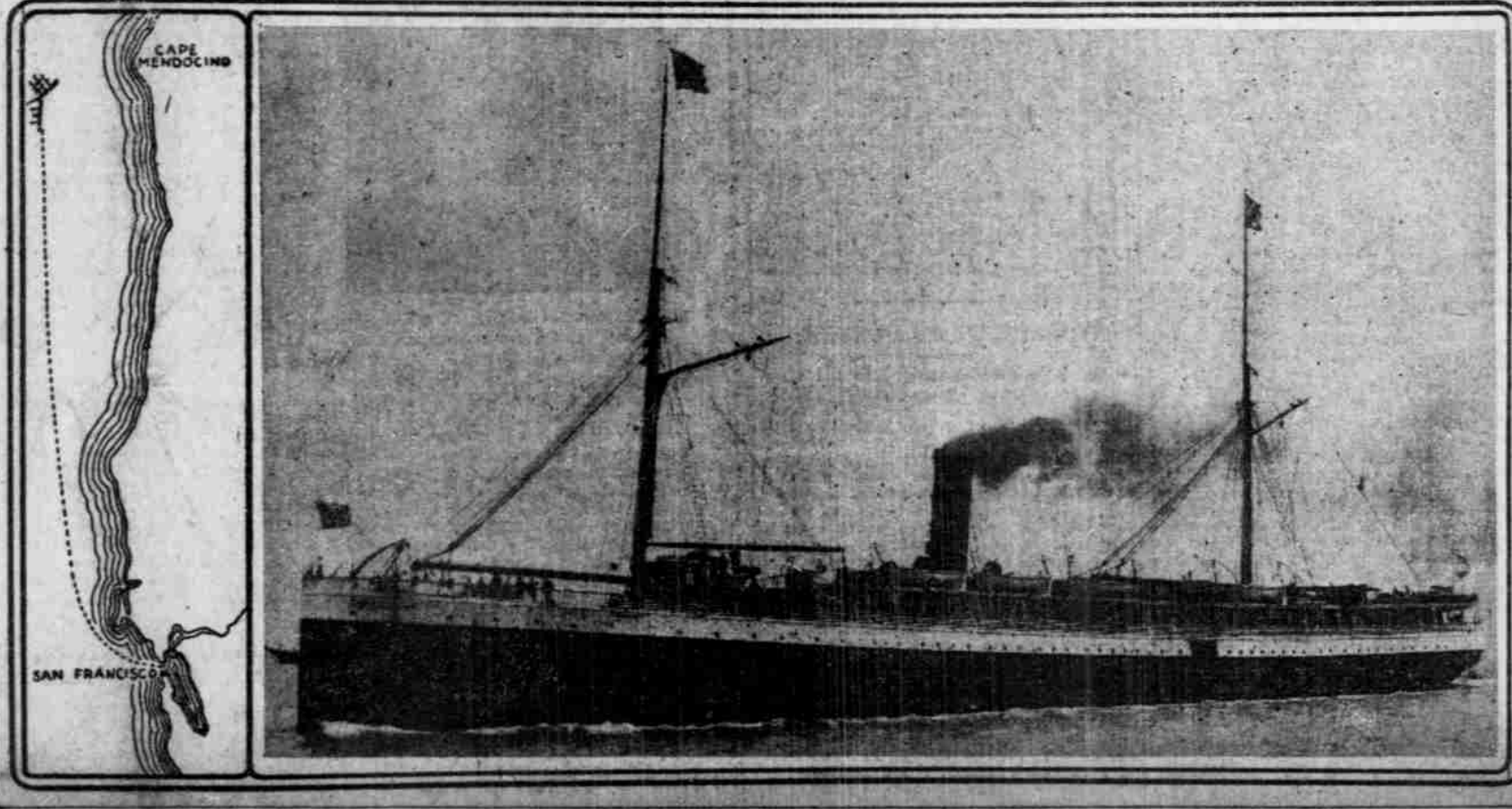
The Platt amendment having been adopted by the Cuban convention, the Cubans, when the treaty is complete, will have complied with every term imposed by the United States as a condition precedent to leaving the government and control of the island to its own people. After the treaty has been made, the military forces of this country will have to retire to the coaling and naval stations.

Summary of the Day's News

Domestic.
The removal of Surveyor-General Perrault, of Idaho, is called for. Page 1.
There is no material change in the situation in Ohio. Page 2.
The Everett-Moore syndicate is expected to be put on a solid basis speedily. Page 2.
Boers will try to tire out the British taxpayers. Page 3.
Turkish troops at Beirut mutinied. Page 3.
Pacific Coast.
Apportionment of Oregon State taxes under new law. Page 3.
Four hold-ups in one night at Vancouver, Wash. Page 4.
Captain McCalla will build a clubhouse for jack tars at Vallejo, Cal. Page 4.

Marine.
Steamship Walla Walla goes down off Mendocino, and many lives are lost. Page 1.
Ship Tarpehok discharges one cargo and loads another in 19 days. Page 5.
Bark Pinnaroo libeled for \$60,000 salvage. Page 5.

Portland and Vicinity.
Official total of Lewis and Clark subscriptions is about \$32,000. Page 7.
Ex-Governor Pennington champions cause of Mrs. Whiting, now-dwellier. Page 8.
How the poultry business may be made to pay. Page 10.
Dr. A. W. Ackerman resigns as pastor of First Congregational Church. Page 7.
Hope are improving in prison. Page 10.
Guy Barrett, a young man, goes hunting and disappears. Page 12.



CAPE MENDOCINO
SAN FRANCISCO

All were thrown into the water, but managed to get to the surface. The water was very dark, and the light was very dim. The survivors were very weak and exhausted. They were rescued by the tug Ranger, which picked up one containing 11 passengers and three of the crew.

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