



# Bar Fixtures, Billiard Supplies

We have everything in both of these lines. Secure our figures.

**ROTHCHILD BROS.** 20-26 North First Street Portland, Oregon

"Good as Most Ten-Cent Cigars"

That is what smokers say of the **BEAU BRUMMEL**, the best and highest-grade nickel cigar on the market. Ask for it. Everyone sells it. Distributors:

**Blumauer Frank Drug Co.** Wholesale and Importing Druggists

# EQUITABLE LINE

"STRONGEST IN THE WORLD"

Assets... \$304,598.063.49 Surplus... \$66,137,170.01  
L. Samuel, Manager, 308 Oregonian Building, Portland, Or.

PHIL METSCHAN, Pres. C. W. KNOWLES, Mgr.

# Imperial Hotel Co.

SEVENTH AND WASHINGTON STREETS, PORTLAND, OREGON.  
CHANGE OF MANAGEMENT.

European Plan: \$1.00, \$1.50, \$2.00 per Day

# Adamant... The Perfection of Wall Plaster

Is applied to over one million buildings throughout the United States. Made in forty different factories. It is no experiment. Investigate. For information address

**THE ADAMANT CO.** Foot of 14th Street, PORTLAND, OR.

Phone North 2091.

# THE PORTLAND

PORTLAND, OREGON



**AMERICAN PLAN** \$3.00 PER DAY and upward

**COST ONE MILLION DOLLARS**

HEADQUARTERS FOR TOURISTS AND COMMERCIAL TRAVELERS

Special rates made to families and single gentlemen. The management will be pleased at all times to show rooms and give prices. A modern Turkish bath establishment in the hotel. H. C. BOWERS, Manager.

# Library Association of Portland

SEVENTH AND STARK STREETS  
Hours—From 9 A. M. to 9 P. M., except Sundays and holidays.  
25.00 VOLUMES 250 PERIODICALS  
\$5.00 X YBRS \$15.00 X QUARTER  
SPECIAL RATES TO STUDENTS. \$1.00 A YEAR

## NATIONAL LEPER SETTLEMENT

Hawaiian Criticize Delegate Willcox's Bill.

HONOLULU, Dec. 28, via San Francisco, Jan. 5.—The bill introduced in Congress by Delegate Willcox, providing for a National leper settlement on the island of Molokai, was a surprise here, as the matter had not been discussed in Hawaii since Congressman Kahn, of California, proposed a similar scheme a year ago. At that time the plan aroused strong opposition in Hawaii and it is now criticized with equal vigor. The plan is greatly objected to by local papers, though some of the home-owners appear to favor it, on the ground that it will save Hawaii the expense of maintaining the leper settlement.

Collector of Customs Stackhouse has received from Washington orders to admit importations from the Philippines free of duty. As a result, about 60,000 Manila cigars that have been held here in bond will be allowed to enter free.

Hawaii has been visited by a heavy rain storm, which, at one point, is thought to have been a record-breaker. Unofficial reports from Papeete, Island of Hawaii, state that last Wednesday 40 inches of rain fell in 24 hours. Professor Lyons, of the Government observatory, says that this is a world's record, but he discredits the report. From another district a fall of 10 inches in five hours is reported, and throughout the islands there were heavy rains. A few washouts occurred, but there was no serious damage.

Consul Booth-Tucker's Condition.

OAKLAND, Cal., Jan. 5.—Commander Booth-Tucker, of the Salvation Army, who was called here by the illness of his wife, Consul Emma Booth-Tucker, has announced that he will remain until his wife can be safely removed to New York. All plans with regard to the Consul's part in the tour of the United States are abandoned. The remainder of her party will fill the dates without her. It is also probable that the National congress of officers, to take place in New York, will also be abandoned.

Call to Dr. Stevenson.

NEW YORK, Jan. 6.—The Fifth Avenue Presbyterian Church will, it is stated, extend a call to the Rev. J. Ross Stevenson, of Chicago, to succeed Dr. George T. Purves, who died in September last. Dr. Stevenson has for the last five years been filling the chair of Church History at McCormick Theological Seminary. He is not quite 38, and is one of the members of the committee on revision of the creed.

## LANDED THE EXPEDITION.

Libertador Carried Out the First Part of Her Programme.

WILLEMSTADT, Curacao, Jan. 6.—The armed revolutionary steamer Libertador, which left Port de France December 21 for the Venezuelan coast, with General Matos and 300 volunteers, and a cargo of munitions of war, is now reported to have anchored early yesterday off Uchire, on the Venezuelan coast, near Rio Chico, and to have sailed from Uchire and some afternoon. It is believed here that the Libertador has been successful in executing the first part of her programme of landing men and war materials in Venezuela. Three Venezuelan war vessels are today cruising off the coast of Uchire. A report has reached here that last evening a bomb was exploded at the residence of General Matos and his wife, the Chilean Minister of Foreign Affairs, and Senator Portela, the Argentine Minister to Chile, and has asked the Chilean Government for further explanations.

Argentina Has Not Ratified.

SANTIAGO DE CHILE, Jan. 6.—Argentina has not yet officially ratified the protocol signed by Senator Vinas, the Chilean Minister of Foreign Affairs, and Senator Portela, the Argentine Minister to Chile, and has asked the Chilean Government for further explanations.

Extra Session in Minnesota.

ST. PAUL, Jan. 5.—It was stated tonight that the report of the Tax Commission will be presented to Governor Van Sant Thursday, and it will then be for him to decide whether it is necessary to call an extra session of the Legislature to act upon the matter. As the Governor has been heretofore quoted as determined to call the extra session soon after the report was submitted, it is probable the Legislature will be called to meet early in February, at which time the members may also be asked to take some action in regard to the Northern Securities Company and the so-called merger of railroad interests.

Defective Meter Caused Four Deaths.

HARTFORD, Conn., Jan. 5.—Anthony Schave, his wife and 3-year-old boy, Joseph, and Miss Mary Divada, aged 15, were asphyxiated early today at their home by gas from a defective meter.

## TALES OF THE WRECK

Thrilling Experiences When the Walla Walla Sank.

### DAMAGE TO FRENCH BARK MAX

Ninety-two Survivors Arrived at San Francisco—Sad Case of Rev. Mr. Erickson—The Fourth Officer's Story.

SAN FRANCISCO, Jan. 6.—The French bark Max, which collided with the steamer Walla Walla January 2 off Cape Mendocino, was towed into port at 9 P. M. tonight by the steamer Acme, in a badly disabled condition. Had it not been for her water-tight compartments the Max would also have gone down. The Max was picked up by the Acme about 10 miles southwest of Point Gorda, at 11 A. M. yesterday. Later the United States revenue cutter McCulloch fastened a line on the Max and assisted her to the wharf within a short distance of the date when she cast off and returned north to continue her search for survivors of the Walla Walla. On her arrival in port the Max was placed in quarantine.

The officers of the Max, the first version of the collision, throw the blame on the crew of the Walla Walla. They claim that the Max had all her lights set and burning. They saw no lights on the Walla Walla, which attempted to cross their bow. After the collision the Max was in such a critical condition that they had all they could do to take care of themselves and their own boats. They did not stand to with officers of assistance.

The officers of the Max are not inclined to go into a detailed statement of the collision pending the official investigation. An examination of the Max shows that she is badly damaged. Her bowsprit and jibboom were carried away, and seven plates on the port and starboard bow are stove in. She also has two large holes, one above the other, below the water line.

The Max is in command of Captain Robert Benoit. She is a three-masted steel tug. She left Seattle September 9 for this port, in ballast, and was followed the vessel since she was built, two years ago, in France. On her maiden trip a gale in the South Pacific stripped the bark of her studding sails and her rigging. The vessel sought refuge in a near port and then started for home, but again the hoodoo followed. As she neared her destination she was caught in the sweep of a mighty gale and stripped of most, rope and sail. This time the Max narrowly escaped final disaster.

Ninety-two survivors of the Walla Walla arrived here today from Eureka in the steamer Pomona. There is still some discrepancy in the list of the dead and missing. The number ranged from 77 to 47. This discrepancy is due to the fact that several passengers boarded the vessel just as she was leaving port. Others who were traveling second class gave assumed names in order to hide their identity. By striking out what are possible duplicates the number of lost stands at 42, classified as follows: 10 crew; 9 missing; passengers, 12; crew, 20. One life raft is unaccounted for and it is feared that all the missing are lost.

Lost His Child.

Rev. Henry Erickson, who was among the six survivors brought to this city by the steamer Nome City last night, lies at St. Mary's Hospital, a physical and almost a mental wreck. His wife and three children are among the missing. The Erickson family, excepting the mother, were second-class passengers. When the crash came they were awakened and got to the upper deck together. Mrs. Erickson and two younger children got separated from their father and elder brother. What their fate was is not known, but it is presumed they were with the vessel when it went down. Erickson and his son clung together and were pitched into the water clear of the sinking steamer. They floated or propped up with planks in the social hall of the steamer. As the Pomona came within hailing distance of the Walla Walla, it was almost day-break when they were found and they were in an exhausted condition. Father and son were pulled on the light structure, but the boy was too weak to stand the exposure. A few hours later he died in his father's arms. The father, broken parent had bowed his head in silent prayer over the corpse of his son, the body was consigned to the waves as it was possible under the circumstances.

After the body of the boy had gone overboard, the father became more and more despondent. Despite the advice of his companions he refused to leave the ship. He was taken to the life raft, but he clung tenaciously through the long hours of the day and the longer hours of the night. He hoped against hope until the Nome City picked them up. Rev. Mr. Erickson was the first to be lifted aboard. He was at once placed in a bed and as carefully tended as circumstances would permit. It is thought he will recover from the terrible effects of the exposure, unless he succumbs under his grief.

The Fourth Officer's Story.

Cecil Brown, fourth officer of the Walla Walla, who was one of the six picked up by the Nome City, gives a graphic account of their experiences. He said: "We certainly had an experience that none of us will ever forget. The raft in which we were drifting when the Nome City picked us up was only an ordinary ship's raft, 16 feet square. It afforded us absolutely no protection from the cold, night wind nor from the waves, which frequently swept over us. The greatest part of the time some portion of the raft was under water. Our clothes were drenched and yesterday morning they were almost frozen stiff.

"When the vessels collided the passengers, almost without exception, were asleep in their berths. In some instances we were compelled to use force to pull them out. As the Walla Walla was going down a young woman, whose name I do not know, came to me and asked for help. I raised her in my arms and jumped overboard. I swam about for a considerable time looking for a raft or boat on which to put her. At last I found one, but it was crowded and I could only find room for the young woman. I put her aboard and then swam off to look for another raft or boat. I do not know whether she was rescued or not.

"I found another raft, but I should judge that there were already over 20 people clinging to it. I managed to catch

hold and very soon afterward another raft with but a few people aboard came about by the side of the one I was clinging to. The six men who were rescued by the Nome City.

Thirty-six Hours Adrift.

"During the remainder of the morning we were in contact with a third raft, but our raft proved rather an unaffair. The waves and wind were against us and we were unable to make any headway. With the morning cleared we were still near the wreck of the wreck. We could see the steamer Despatch about a mile away. We tied two of the oars together and tried to signal the boat, but we failed. We also saw several other rafts with people aboard floating about, but we were not within hailing distance of them. Several times we attempted to proper our raft toward the shore, but our efforts failed. Under ordinary conditions are not made to be rowed and we were badly exhausted being exposed to the frosty morning air after our plunge into the water. We finally gave up trying to row and allowed ourselves to drift, in the hope of being picked up by some passing boat. We saw number of vessels passing during the 36 hours that we were adrift, but none, unfortunately, happened to see us. I cannot describe how we suffered from cold and hunger. It is bad enough to be exposed in an open boat, but in a raft one has no protection whatever. We were drenched again and again by the waves that washed over us. With all our hardships, however, we managed to get that any of us gave up hope. I know I would not have ceased to hope for relief until death itself came."

Pass on the Ship.

Describing the structure of the Walla Walla was going down, Officer Brown said: "I never saw such a panic. Men and women were running about the decks with their heads down. They were unable to get them to obey directions. The wife of Erickson was running about screaming for her husband. I was directed to the loading and unloading of some of the boats and I told her to get out of one of them. 'I will not get in without my husband,' she cried. I tried to persuade her, but it was useless. So, after a few moments she left her husband and went to the other side of the boat. There were other people waiting for places in the boats, and that she could go and look for her husband. The women and children were just as hard to handle. I have been in several shipwrecks, but I never saw people before who were so opposed to being saved. They wanted to stay with the ship to the last, and they were in getting the boats loaded and lowered accordingly met with a great deal of difficulty.

"My place was in one of the boats and but for the stupidity or knavery of a sailor, I would have been there. This boat was lowered and I ordered the man in the boat to cast off until I gave the word. While we were waiting the passengers of this sailor pushed off and left me. I saw this boat after daylight. She had eight people aboard and the man in charge was a sailor. They had rigged up a blanket for a sail and sailed by with a good wind at their backs. The man in charge of the boat wanted to go to the shore, but I would not take us aboard, although there was plenty of room for us in the boat. He sailed past as if he were not there. I was left to our fate in the middle of the ocean. If I ever had murder in my heart I had it at that moment."

## STORIES THE PASSENGERS TELL.

Great Bravery and Fortitude Shown by Some of the Victims.

SAN FRANCISCO, Jan. 5.—Forty-five of the rescued passengers and 41 of the crew of the Walla Walla, which was steamed here early this morning on the steamer Pomona, from Eureka. While it was yet dark a large number of anxious passengers gathered on the deck to meet them. It was a dejected looking company that the Pomona brought into port, for many of the survivors had met with physical injury in addition to suffering from cold, hunger and exposure for many hours in open boats and life rafts. Many who had escaped from the wreck in scant attire were garbed in strange and unfamiliar ways. Some were dressed in a night-robe of a handkerchief. Some were wrapped in bandages and others, too ill or too seriously injured to walk without assistance, were being carried on stretchers or in wheelchairs in the social hall of the steamer. As the Pomona came within hailing distance of the Walla Walla, it was almost day-break when they were found and they were in an exhausted condition. Father and son were pulled on the light structure, but the boy was too weak to stand the exposure. A few hours later he died in his father's arms. The father, broken parent had bowed his head in silent prayer over the corpse of his son, the body was consigned to the waves as it was possible under the circumstances.

After the body of the boy had gone overboard, the father became more and more despondent. Despite the advice of his companions he refused to leave the ship. He was taken to the life raft, but he clung tenaciously through the long hours of the day and the longer hours of the night. He hoped against hope until the Nome City picked them up. Rev. Mr. Erickson was the first to be lifted aboard. He was at once placed in a bed and as carefully tended as circumstances would permit. It is thought he will recover from the terrible effects of the exposure, unless he succumbs under his grief.

The Fourth Officer's Story.

Cecil Brown, fourth officer of the Walla Walla, who was one of the six picked up by the Nome City, gives a graphic account of their experiences. He said: "We certainly had an experience that none of us will ever forget. The raft in which we were drifting when the Nome City picked us up was only an ordinary ship's raft, 16 feet square. It afforded us absolutely no protection from the cold, night wind nor from the waves, which frequently swept over us. The greatest part of the time some portion of the raft was under water. Our clothes were drenched and yesterday morning they were almost frozen stiff.

"When the vessels collided the passengers, almost without exception, were asleep in their berths. In some instances we were compelled to use force to pull them out. As the Walla Walla was going down a young woman, whose name I do not know, came to me and asked for help. I raised her in my arms and jumped overboard. I swam about for a considerable time looking for a raft or boat on which to put her. At last I found one, but it was crowded and I could only find room for the young woman. I put her aboard and then swam off to look for another raft or boat. I do not know whether she was rescued or not.

"I found another raft, but I should judge that there were already over 20 people clinging to it. I managed to catch

hold and very soon afterward another raft with but a few people aboard came about by the side of the one I was clinging to. The six men who were rescued by the Nome City.

## BANFIELD CHINES IN

"Adams, Swigert and Hughes Should Resign," He Says.

### NO CHANCE FOR HARMONY NOW

Members of Legislature Say They Had No Intention of Making Hughes Boss of Port of Portland Commission.

"If I were in the positions occupied by Commissioners Adams and Swigert and Chairman Hughes, respectively, I think I should resign," said M. C. Banfield, a member of the Port of Portland Commission, yesterday afternoon. "The three are excellent men, but they differ in their views. They cannot or will not reconcile their differences. Each is sincere in his belief. Chairman Hughes thinks his spud gear plan is right. Commissioners Swigert and Adams have the same opinion as Engineer Lockwood. There the matter rests. If I were in the situation of any one of them, I should retire and let the Multnomah delegation, which created the commission, recommend my successor."

Commissioner Banfield is a self-contained man, and he gives an opinion only after deliberation. When it was known that he had made the foregoing statement, members of the Multnomah delegation to the Legislature were interviewed.

"Who is Hughes?" Legislators Asked.

Some asked who Chairman Hughes was. They apparently did not know that he was the originator of the first Port of Portland bill. McLean H. Hester, chairman of 1901 did not know how he who claimed to be responsible for all the Commissioners came to consider himself the "boss" of the whole board.

"We gave him a place on the board only because he had been a member since the date of organization," said one.

"He had nothing to do with the enactment of the law, excepting so far as a little advice was concerned," said another.

"We never told him he was to be the whole board," said a third. "Dr. Smith will tell you that. He and I were the Senator Andrew C. Smith, who introduced the Port of Portland bill, was interviewed.

"Now We Have One-Man Power."

"And we have one man trying to run the commission again," observed a legislator who was standing near by. "The one-man power is the very thing which we as members of the Legislature sought to avoid," said Dr. Smith.

"Mr. Hughes had nothing whatever to do with the passage of the bill, so far as I was concerned," said Senator Alex. Sweek, one of the Democratic leaders of the state. "I voted for the bill because I felt the necessity of a drydock, and another bill had been introduced by Mr. Hughes. He had standing; he had the interests of the port at heart, and he knew all about the work. We thought he was a good man for Dr. Smith, who had charge of the bill, and we referred him to the Senator. He drew up a bill which, with modifications, the Senate adopted. It was the intent of this bill that Hughes should not be a member of the commission. In fact, we wanted no change in the commission, except to reduce its proportions. We wished Theodore B. Wilcox to remain as president and Charles E. Lee as member of the board, recognizing the peculiar fitness and the large property interests of both. Mr. Wilcox declined to stay with Mr. Hughes. Mr. Lee resigned. Mr. Adams and Mr. Swigert were elected to fill their places. Mr. Hughes was retained because he drafted the first port bill and because he drafted the law. We hold him responsible for the first port bill, but not for the acts of the whole commission. Colonel McCracken was placed because we recognized his worthiness and also because he was a member of the delegation, although he differed in politics from us."

Several other members said they regretted the conflict in the commission and that the friction was likely to cause delay in the construction of the dredge, which will be needed before the river reaches the low-water mark.

## That Mysterious Correspondence.

People generally were anxious to learn something about the correspondence between Commissioner Swigert and Chairman Hughes, which was presented at the Port of Portland meeting Saturday. Some persons pretended to have been interested in the letters. According to one, they were as follows:

Charles F. Swigert, Portland, Or.: Resign at once. You weary my friends.

ELIAS G. HUGHES, Chairman of Port of Portland Commission. I will not. Go on.

CHARLES F. SWIGERT. "That's the substance of the letters," said a member of the commission yesterday, "but the man who told you about them should have repeated them line by line. By George, but they were hot!"

"Hot?" he repeated. "Well, I should say hot. Emperor William never wrote a hotter one. And the Gar—why, he was left in the shade."

"And Swigert's answer?"

"Well—well, it was about the same in tenor as the answer of the inhibitor who

crossed the Austrian frontier 20 yards ahead of the czar's soldiers."

## MAY APPEAL IN WINONA CASE.

Port of Portland Not Satisfied With U. S. Inspector's Decision.

The Board of Commissioners of the Port of Portland has instructed its attorney to move into the recent decision between its steamer Winona and the Regulator and ascertain whether there is any appeal from the decision of Captains Edwards and Fuller, local United States Inspectors of Hulls and Boilers. The object of the inquiry is to learn whether damages may be recovered from The Dulles City Navigation Company.

## OVERWORKED PRESIDENTS.

Chandler Invites Roosevelt to Inaugurate Some Reforms.

WASHINGTON, Jan. 6.—The Washington Post today prints an interesting and important article by ex-Senator William E. Chandler, president of the Spanish Claims Commission, entitled, "Wanted, by the United States, a President." The article is a strong argument for reform in the present methods of conducting executive business. Mr. Chandler asserts that the President now only has three objects in his life. First, to see 20,000 people a year; second, to accomplish 2000 little things; and third, to try to do 200 hundred things. In the seeing of so many thousands of people about trivial matters and in giving his attention to the thousands of little things, the President, Mr. Chandler insists, is worn out and becomes physically unable to grapple with the great problems to which he ought to give his undivided attention.

Mr. Chandler cites from personal knowledge the cases of Presidents who have almost succumbed under the strain. In standing particularly President Arthur, in whose Cabinet he was Secretary of the Interior, Mr. Chandler attributes inability to recover from the shock from the assassin's bullet.

Mr. Chandler expresses his regret that President Roosevelt, even with his quickness, his acuteness and his present untiring industry and energy, has given countenance to the idea that he will do all the appointments and hear all that one has to say concerning any appointment. Mr. Chandler thinks that the great weight of the pressure for office ought to be upon the Cabinet Ministers, and that the President ought to have more time for important things.

"What is wanted in the person of Mr. Roosevelt," says Mr. Chandler, "is an executive committee of the Cabinet Ministers, Representatives and Ambassadors, and to such other persons only as are given interviews for public purposes after written applications have been received and carefully considered.

"The public receptions of the President should be few, and there should be no inordinate display of military carriages and every other person whom the Twentieth Century may see in the White House, is a President who will be allowed to serve the people with all his mind and body in the discharge of his official duties, unhindered by the pressure upon him of so many thousands of his counsels and requests. He should have in recent years encroached upon the time and patience of our Presidents and kept them from their public work, or he should have done it by impairing their physical health and overstraining their mental powers. The time has come when access to the President, except at public receptions should be limited to the Cabinet Ministers, Senators, Representatives and Ambassadors, and to such other persons only as are given interviews for public purposes after written applications have been received and carefully considered.

"The public receptions of the President should be few, and there should be no inordinate display of military carriages and every other person whom the Twentieth Century may see in the White House, is a President who will be allowed to serve the people with all his mind and body in the discharge of his official duties, unhindered by the pressure upon him of so many thousands of his counsels and requests. He should have in recent years encroached upon the time and patience of our Presidents and kept them from their public work, or he should have done it by impairing their physical health and overstraining their mental powers. The time has come when access to the President, except at public receptions should be limited to the Cabinet Ministers, Senators, Representatives and Ambassadors, and to such other persons only as are given interviews for public purposes after written applications have been received and carefully considered.

## Princess Louise, of Belgium, Inmate.

BERLIN, Jan. 5.—Princess Louise, the eccentric daughter of King Leopold of Belgium, who was divorced from Prince Philip of Saxe-Coburg-Gotha, and who has been held practically a prisoner in a retreat near Dresden for the last two years, has been pronounced hopelessly insane. Her daughter, Princess Dorothea, was married to Ernst Genther, Duke of Schleswig-Holstein, brother to the present Emperor of Germany, and her sister, Princess Stephanie, was the wife of the Archduke Rudolph of Austria, who committed suicide.

## Appeal for Endowment Fund.

BOSTON, Jan. 5.—The announcement was made today by Right Rev. Charles W. Brent, who is consecrated bishop of the Philippine Islands last month by the Episcopal church, that he had decided to issue an appeal to the church in the United States for a fund of \$100,000, with which to endow the new jurisdiction.

## Princess Louise, of Belgium, Inmate.

BERLIN, Jan. 5.—Princess Louise, the eccentric daughter of King Leopold of Belgium, who was divorced from Prince Philip of Saxe-Coburg-Gotha, and who has been held practically a prisoner in a retreat near Dresden for the last two years, has been pronounced hopelessly insane. Her daughter, Princess Dorothea, was married to Ernst Genther, Duke of Schleswig-Holstein, brother to the present Emperor of Germany, and her sister, Princess Stephanie, was the wife of the Archduke Rudolph of Austria, who committed suicide.

## BELL IS NOT GENTLE

Only Stern Measures Will Quell Luzon Rebellion.

### CAMPAIGN DOWN IN BATANGAS

Conditions in Samar Still Unsatisfactory—Captures in Leyte—Breaking Up a Secret Society.

MANILA, Jan. 5.—General J. Franklin Bell is conducting a vigorous campaign in Batangas Province. Every available soldier is in the field. The columns under the command of Colonel Wint and Dougherty are doing excellent work and driving the Filipinos in all directions. A number of the latter are fleeing to Tayabas Province, where the native constabulary are rendering valuable assistance in capturing men and rifles.

The advocates of peace at Manila deprecate the stern measures employed by General Bell. In reply General Bell says that these peace advocates have had numerous opportunities to use their influence, as they have been given passes through the American lines almost from the asking, and that it is only after proof that they often only went through the lines for the purpose of assisting the insurrection. General Bell says that the best peace method now is a rigorous warfare until the insurrection is completely subdued.

The arrest of members of the wealthy Lopez family and the confiscation of their steamers and rice, as the result of the arrest of three members of the religious corporations, who were known to be investigators of the insurrection, has had an excellent effect upon the natives.

Conditions in the island of Samar are still unsatisfactory owing to the difficulty of finding the insurgents. Captain Schoeffel, of the Ninth Infantry (who was wounded in the dangerous night last month at Dapdap, Samar Island, between 18 men of Company E, of his regiment, and a large force of bolomen), has practically recovered from the effects of his wounds. In an official report of the encounter, it is said that Schoeffel killed three men before he received his wound, and that the remnants of the detachment of 18 men were saved by his personal courage and that of his men.

The civil authorities say that the island of Leyte is now perfectly peaceful. On the other hand, the military authorities maintain that the danger is not over, on account of its proximity to Samar, if for no other reason. Last Friday Major Albert L. Meyer, of the Eleventh Infantry, captured quite an extensive arsenal of arms and munitions, and cartridges at Ormoc, on the northwest coast of Leyte. Major Meyer also captured another powder factory, large quantities of ammunition, four cannon and several light machine guns. The arsenal was situated on the island of Leyte, (now on a tour of inspection through that island and Mindoro), reported yesterday that the majority of the Signal Corps wires on Leyte had been cut, and that this action was evidently preconcerted.

Captain Fitcher reports that he is rapidly riding the island of Mindoro of insurgents. The constabulary of Tarlac, Luzon, have captured a number of members of the Filipino secret society called the "Guardia de Honor." The prisoners intended moving to the island of Polillo, on the east coast of Luzon, where they expected to be free from American interference, temporarily, at least, and where they intended to resist American invasion to the uttermost. The members of the "Guardia de Honor" are charged with sedition.

The big stone church at Balaayan, in Batangas, is being started in pieces as a result of the recent earthquake.

## Summary of the Day's News

Philippines. General Bell is conducting a vigorous campaign in Batangas. Page 1. Conditions in Samar are still unsatisfactory. Page 1. Important captures were made in Leyte. Page 1. Foreign. An important quarantine report may be presented to the Pan-American Congress this week. Page 2. The Zionist movement was aided by a meeting of Chicago Hebrews. Page 2. Turkish territory. Page 2. Domestic. Congress will reconvene today. Page 2. The House will take up the isthmian canal bill this week. Page 2. Bryan spoke at a pro-Boer meeting at Cleveland. Page 2. Pacific Coast. Further particulars of the loss of the Walla Walla. Page 1. Several changes will soon be made by Governor McMillin. Page 8. A farmers' institute was held at Summerville. Page 6. Portland and Vicinity. Commissioner Banfield advises Messrs. Adams, Hughes and Swigert to resign from Port of Portland Commission. Page 1. Lively cackle in the poultry-raising field. Page 10. Illinois and career of Elijah Smith, ex-president of Chicago Hebrews. Page 2. Preparations for active canvass for soldiers' monument. Page 5. Presidents of Whitman College and Pacific University commend Dr. D. K. Pearson for his benefactions. Page 8. Smith family, of Oregon City, carry troubles to police station. Page 10. All-Northwest football team chosen, with H. W. Kerrigan as captain. Page 3.