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

CHILEANS MAY WITHDRAW

Threaten to Leave the Pan-American Conference.

MEXICO CITY, Jan. 7.—The arbitration situation has reached a crisis. Today the which they will introduce the arbitration plan into the conference. If they cannot find a form acceptable to the other delegations, they will probably withdraw, The Chileans have presented to the offiof the conference a memorandum nvitation to the conference, namely, that if any attempt was made to introduce into the conference vexatious questions for the purpose of covertly or openly antagonizing Chile, the delegates of that country would be withdrawn. The object that the Mexican delegation and W. I. Buchanan, the American member of the arbitration the American member of the arbitration ports that when he left Agua Dulce fight-committee, have been pursuing during the ing was going on at Los Santos, near recent negotiations has been to find a Pese. recent negotiations has been to how method by which the compulsory plan might be introduced in such a manner as might be introduced in such a manner as ban has asked that the Philadelphia probability of the Las Tablas, conveying certain time to avoid the separation of the Chil-cans. Now that the latter say that in whatever form the plan is introduced they will withdraw, the friends of the com-pulsory plan are all the more insistent to have their convention introduced into the conference concurrently and on exactly ting as the project by which all agree to adhere to The Hague convention. If they have their way and the Chileans carry out their threat, the con-

Western 011 Association.

DENVER, Jan. 7.—The directors of the Western Oil Association met here today and elected officers. George W. Allen, of Denver, was elected president.

ference will have to finish its labors with-

### Government Troops Being Sent to the Isthmian City.

DEFENSE OF PANAMA.

COLON, Colombia, Jan. 7.-Information as to the conditions existing at Panama Central and South Americans opposed to the Chileans held frequent meetings to de-cide on the form of procedure under were seen last Sunday 50 or 60 miles from were seen last Sunday 50 or 60 miles from Panama. The Colombian Government gunbeat Boyaca, with troops from Chepo, is expected to reach Panama today. Gov. ernment troops from Chorrera reached Panama yesterday after a march land. Other government troops, it is also stating that in whatever form the compulsory plan is presented to the confer-pulsory plan is presented to the confer-ence they will withdraw. In making this ence they will withdraw. Chile recall the tatement the delegates of Chile recall the much excitement prevails there, owing to onditions under which Chile accepted the the movements of the soldiers up and unitation to the conference namely that

the city. down the city.

The latest reports from the Colombian General Castro locate him at Pese, while the revolutionary forces are at Las Tablas (southwest of Panama on the Azuero Peninsula). The captain of a sailing ves-Peninsula). The captain of a sailing ves-sel which has just arrived at Panama re-

ceed to Las Tablas, conveying certain revolutionary prisoners who are to be exchanged for government officials captured by the Liberals at Tumacao. American Consul-General Gudger, at Panama, has sent a cablegram to Washington, asking

for approval of the request.

General Ignacio Andrade, ex-President of Venezuela, today had a long interview with General Carlos Alban, the military commander of this district, and later in the day left for Willemstad. The visit of General Andrade to the isthmus dot has an important political significance.

Kaiser at King's Coronation. LONDON, Jan 8.—The Standard hears that Emperor William will attend the coronation of King Edward.

Many Congressmen Object to Chinese Exclusion Bill.

THEY WILL FIGHT AGAINST IT

Mitchell's Amendments to the Philippine Tariff Bill Probably Doomed-Schley's Appeal to the President.

There is going WASHINGTON, Jan. which the Pacific Q members have prepared for the of Chinese. is altogether Many Congressme work a great nen who are nuntry. The too drastic, and deal of hardshi now legitimately sed by those Pacific Coast bill w favor simply madlan Pacific the Geary law. Ratiroad and some stea mship companies are going to oppose any drastic Legislation, especially that which makes transportation companies responsible for the introduction of Chinese who are not entitled to come into the United States un-

Under the provisions of the new Chinese exclusion bill, prepared by the Pacific Coast Senators and Representatives, no Chinese person lawfully residing in Hawall, the Philippines or Porto Rico, or any other insular possession of the United States, shall be entitled to enter or re main in the United States, or any of the territory of the United States other than that in which he was in the first instance permitted to enter or remain, Chinese of the exempt classes, however, namely, officials of the Chinese Governteachers, students, merchants, travelers, or returning laborers now in the slands, have the same privilege of entry as if they were in a foreign country. The bill excludes Chinese from the Islands on the same terms as from the United States.

Mitchell's Philippine Amendment. Senator Mitchell has had his amendments to the Philippine tariff bill referred to the Philippine committee in the House, that they may receive favorable consideration, although he knows now that the prospects of any such action by the committee are extremely remote, as the Republican members have already expressed their intention of reporting the Payn bill as it came from the House, in so far as its tariff features are concerned. It will be several weeks before any vote will be taken upon the Mitchell amendments in the Senate, and in the meantime it is the Snator's intention to ascertain what prospects there are for securig their adoption and whether a vigorous fight will lead to sudcess. He is in earnest in trying to get the amendments adopted, but whether the Senate will implicitly follow the House is yet to be determined. The fact that the Administration seems to favor the full Dingley rates hampers any Re publican in trying to secure a reduction, This, in the face of the recommendations of the Philippine Commission, is hard to explain, but the attitude of the President and the Secretary of War does much to sustain the Republican Senators who are determined to treat the Philippines as foreign territory in tariff legislation.

Admiral Schley's Appeal.

In appealing to the President Admira Schley is simply paving the way to being again humiliated, as it is well known that osevelt is in harmony with the Navy Department and believes that Sampson has been badly treated by the general public and the press of the country, and that Schley did not do his whole duty previous to the battle of Santiago. It is possible that the President may modify ome of the harsher criticisms in the verdict of the court, but aside from that it is believed he will stand by the Navy Department. It is argued that if he so decided he could have brought about such changes in the department as would have placed Schley on a better footing. As it is, Long remains Secretary and Crowninshield, who is beyond all question the chief persecutor of Schley and the man who was his enemy from the beginning, will have the best command in the Navy as soon as he becomes a Rear-Admiral. Schley's friends say if the harsh treat ment he has received in the department is continued by the President after he examines the case, it will simply make him more friends throughout the country. New Market for Our Fir.

As a result of elaborate experiments in the Philippines to discover some inexpensive timber that is immune from attacks of the native ants, the Quartermaster's Department has concluded that Pacific Coast fir is the only wood that absolutely answers their requirements.

Senator Foster has been advised that a result of this examination the War Department will begin at once extensive purchase of this lumber for shipment to the islands, for use in the construction of Government buildings and other public works. Pacific Coast cedar also stood the test, but is too expensive for general use. None of the cheap native woods are im mune from the ant pest, At the request of Representative Jones

the steamship Manila will be ordered to the Puget Sound navy-yard, for a thor ough overhauling,

At the President's Reception.

Representative Moody returned to Washington today, accompanied by his leter, Mrs. E. P. McCormack, and her husband, of Balem. All three attended the President's reception this evening Representative Tongue and daughter, Representative and Mrs. Jones and Repre sentative and Mrs. Cushman, Senator Foster and Mrs. George Brown, of Taoma, also attended

Jarvis May Succeed Ivey. It can be stated on the very highes authority that Lieutenant David H. Jarvis, of the revenue cutter service, is very soon to be appointed Collector of Customs for Alaska, to succeed Ivey, resigned. Jarvis has seen many years' service in Alaska, and is supposed to be under his command,

the choice of Secretary Gage for this position. He was originally appointed from

Pennsiyvania. Marshal for Washington.

The appointment of a United States Marshal for Washington will be made within a few days, and there is a very strong probability that Mr. Ide will be his own successor. No protests whatever have been filed against him in the Department of Justice: in fact. Senator Foster is the only person opposing his reappointment, as both Representatives Cushman and Jones have strongly indorsed The President has not yet decided this case, but it is known that Attorney General Knox is anxious to have Ide reappointed, solely on his excellent record and general high standing

Case of Judge Noyes.

Although the Attorney-General has not yet taken up the case of Judge Arthur H. Noyes, it can be positively stated that Judge Noyes will be let down and out. If, on review, it is found that the evidence sustains the recent action of the courts, his dismissal will follow. If there should be some doubt as to his guilt, or the testimony is incomplete, he may be given the option of resigning. In any case his usefulness as a Government official has been destroyed, the people 

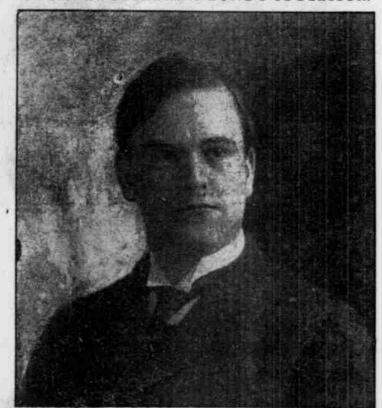
Where Portland's Grain Fleet Has Trouble.

MORE TUGS AND PILOTS NEEDED

Little or No Difficulty Retween Her and Astoria-But There the Only Real Obstacles Are Encountered.

ASTORIA, Or., Jan. 7.-The experience of the past few months has done more to knock a number of harmful delusions out of the heads of quite a few Astorians and a considerable number of Portland-ers than could be accomplished by all of the unsupported arguments and theories that could be set forth in a decade. To a certain point there is no harm done by having lost confidence in him. It is not the credulous Astorians in indulging in

## URGED AS SECRETARY LONG'S SUCCESSOR.



GRESSMAN GROUGE P. POSS, OP ILLINOIS.

The Illinois Congressional delegation has united to press the claims of the state for a Cabinet position. The man that the Illinois politicians would like to honor is Congressman George Edmund Poss, Republican, of Chicago, whom they are urging for Secretary Long's position. Congressman Foss is considered one of the ablest men in the House, and holds the chairmanship of the committee on naval affairs. Mr. Foss is a Harvard graduate of 1885. He studied law at Columbia and Union College, Chicago, and began practice in 1889. He never held political office until he was elected to the Fifty-fourth Congress. He has been re-elected to each following Congress by large pluralities.

probable that impeachment proceedings will be instituted, as a summary dismissal is considered equally, if not more, effective.

Some of Perrault's Work

The Court of Claims today decided that Paul C. Leliman, formerly draftsman in the Surveyor-General's office at Boise, Idaho, who was summarily suspended by Perrault without cause, is entitled to pay for the full period of his suspension. Lellman, with others under the civil service, was suspended when Perrault took the office, in order to make room for his personal friends, who were temporarily appointed to the vacancies. Commission Hermann in time ordered the restoration of these clerks to the rolls, they having been displaced illegally, but upon false charges (afterward refuted), all were eventually dismissed. On the precedent established in this case, all other suspended clerks will be able to recover their salaries. This decision has been brought to the attention of Secretary Hitchcock in the hope of hastening Perrault's dismissal,

Committed to the Asylum.

Mrs. Lucy B. Newell, divorced wife of Charles R. Newell, of Oregon, formerly clerk in the United States Senate, was today committed to St. Elizabeth's Insane Asylum, having been adjudged violently insane. This is Mrs. Newell's second committment

## PAVOR NEW EXCLUSION ACT. Officers of Federated Trades Council Express Approval.

Several of the officers of the Federated Trades Council were seen yesterday in regard to the new Chinese exclusion act framed by the Pacific Coast Representatives in Congress. All those seen expressed themselves as heartly approving of the act as stated in the brief tele

It seems that Senator Mitchell had given the impression that the Japanese were to be included in the act. But the present bill makes no provision for the xclusion of the Japanese.

In speaking of the bill one of the officers said: "As I understand the case it prohibit the Chinese from entering United States from the Philippines and Hawaii. In that case I think th bill will suit the tradesmen. But if they are allowed to enter this country from the insular possession I can see no im provement; in fact, I do not think it as good as the present law. If they are forced to remain in the different territories in which they are registered the law is a good one. I also think that the Japa should be treated in the same maner.

Thanks of Congress to Schley.

WASHINGTON, Jan. 7.—Representative Hooker, of Mississippi, today introduced a joint resolution reciting that Commo-dore Schley was the senior officer in command at the battle of Santiago; that he was in absolute command at that battle, and is "entitled to the credit due to such commanding officer for the glorious victo-ry which resulted in the total destruction of the Spanish ships." The resolution of the Spanish ships." provides for the thanks of Congress to Admiral Schley and the officers and men the fond belief that the lodge of old Concomly was located at the head of navigation on the Columbia River. newspapers can even figure out that \$2.50 per ton can be saved by loading wheat at Astoria instead of at Portland. They have a bogte man known as the "wheat pool" (pronounced in a deep, guttural tone, accompanied by a mysterious air). They have explained to this wheat pe individually and collectively that wheat could be moved from Portland to Astoria at a cost of 50 cents a ton, thus leaving a profit of \$2 per ton, but with a Coal-Oil Johnny recklessness regarding the value of money the pool continues to do bustto the intelligence of a large number of Astorians to intimate that they ever seri-ously regarded such wild statements as have been made by some of their citizens regarding the advantages or disadvan-tages of either or both cities from a shipping standpoint. At the same time these vagaries find credence among certain peo-ple in both cities, and it is this class that as been benefited by the developments of the past few months. The movements of the Portland grain fleet since October 15 (the date when the

free movement of ships began) have shown less delay between Portland and Astoria, and more delay between Astoria and the sea, than in any previous season for more than 10 years. In spite of the bickerings, inactivity, and, so far as re-sults are concerned, general uselessness of the Port of Portland Commission, the river channel to Astoria has remained in such shape that the delays and attend-ant expense of getting ships up and down the river have been infinitesimal in comparison with the delays between Astoria and the sea. These delays have become too plain to be overlooked. When the erage time of a fleet of 40 or 50 ships less than two days between Portland and Astoria, and more than two weeks between Astoria and the sea, it ceases to become a difficult matter to locate the exact locality in the river where reforms re needed. Portland, located nearly 100 miles from

the scene of the trouble which so vitally affects her business interests, has been unable easily to apportion the blame for the delays at the mouth of the river. bar at the mouth has undoubtedly filled up quite materially, and the channel has changed so that it is a difficult matter to work a ship out through the winding route that must be followed in order to find the best water. This is the mount trouble, but there are others. With a greater number of ships coming to the port than ever before, there are fewer bar pilots in actual service than there has been at any time in the past six years. Even those who are in the service are not kept outside on the schooner looking after the ships approaching the river, but instead spend the greater part of the time running back and forth of the tugboats. When a ship comes up in side the pilot grounds in speaking distance of the lightship II times, as was the case of the William Mitchell, and is unable to secure a pilot, there is certainly room for improvement. Another case of neglect Knight Companion. This steamer was running on a regular schedule, and the date of her arrival was almost a cer-tainty, and yet no pilot was available to bring her over the bar, and her master was forced to feel his way in by the lead, without a pilot. The tugbont service has also been very poor, especially so when it is compared with the fine service on the river. The tugboatmen are some-

what inclined to blame the pilots, and the latter reciprocate, and apparently not without cause. In discussing their aver-sion to boarding a ship when they knew there was no immediate show for getting her in with an inefficient tug which re-turned to the city every night, one of the pilots said:

Oregonian.

pilots said:
"In the old days, when the Relief was on the bar, a pilot could bring a ship up to the bar with the fullest confidence that he would be taken care of if there was the slightest danger of his getting away, and on at least two occasions have had the Reilef hang on to my ship all night and keep her up to the bar ready to cross in in the morning. Nearly every other pilot had a similar experi-ence, but if the tug Wallula ever did any such work as this, it has escaped my no-tice. Of course, an extra charge was made then for off-shore towage, but the ships would pay that extra charge very cheerfully today in preference to being blown out to sea or up to the northward

after getting close in to the bar." Condition of the Bar.

As stated before, the condition of the bar is the greatest obstacle to a good service at the mouth of the river. The old north channel, or rather the main channel, which led out to the north after the completion of the jetty, has narrowed and filled in the mouth of the completion of the jetty, has narrowed and filled in the mouth of the completion of the jetty, has narrowed and filled in the mach of the completion of the jetty, has narrowed and filled in the mach of the completion of the jetty, has narrowed and filled in the mach of the jetty. and filled in to such an extent that it now carries a depth of but 20 feet at low tide. The difficulty of getting in and out through this channel is intensified by a sharp turn that must be made as it rounds Peacock Spit. With that obstruction on one side, and a shoal patch of sand close up on the south side, it is a very difficult matter to prevent vessels sheering out of the channel and striking. On the ebb tide the water boils out through this narrow opening so fast that it kicks up a swell and makes a "rough" bar, even though all other conditions are

favorable for smooth water. The difficulty in getting in and out of this channel has caused many of the pilots to abandon it for the south channel, where there is about a foot less water, but much more room for maneuvering a

To which the ovident replies are: vessel. This channel is so wide that it is water, which, of course, is drawn from the stream that formerly went out to sea by the single channel which scoured out when the jetty was completed. The new south channel has never been buoyed, and for this reason it can only be used in broad daylight. An effort has been made to have the Government buoy it, but thus far nothing has been done. At the shoalest place in this new channel the pliots have found but 19 feet of water, but this depth is carried for such a short distance that it is believed that it will very soon be scoured out to a greater depth. The fact that there is deep water and considerable current on both sides of this narrow shoal place would indicate that the water that has suddenly varieties has wardered of its narrow beautiful. vanished has wandered off in another di-rection, and may break back into the new channel at any moment and swell the volume of water into a depth equal to that which prevailed soon after the com-pletion of the jetty. One thing is certuin-the volume of water is there, but it has broken out of its bounds, and until it can be again confined there will be a shifting channel, which will cause con siderable trouble.

More Tugs Needed.

With the decreasing depth of water on the bar, pilots are obliged to wait for nearly high tide if there is any swell at all us the bar. Then, before the tug can get back from sea for a second ship, the tide has fallen so far that it is unsafe to try to take another one out, and business for the day is over. While it would be impossible to keep a sufficient number of tugs in service to clean up in a single day such good-sized fleets as have ac-cumulated below Astoria several times this season, at the same time a third tug a big improvement to the servce. In the old days of the Flavel regin three and sometimes four tugs were kept in service through the Winter months, and whenever the weather permitted ships were rushed out with all possible speed tugs now carry bar pilots, the ter paying a percentage of their gross earnings to the O. R. & N. Co. for taking men in a position to know state that this practice does not produce the best re-sults, and that this is the only port in the world where it is done. method the pilots control to a certain ex-tent the movements of the tugs, and are at the same time independent of control of the tugs or their owners. The pilots, however, state that it would be impossible for them to maintain as good a service as they now have without the tugs to place them on vessels which could not be reached from the pilot schooner.

The Pilots' Explanation. The pilots explain the delays to the William Mitchell and the inability of the Pinmore and Ernest Reyer to secure pl-lots to the fact that they came in too far to the north. They state that it is a very unwise practice to run to the north with the schooner in the Winter time, as, owing to the set of the current and the prevailing winds, it is generally impo-ble to work back down again, and nearly all of the vessels bound for the river come in from the southward the times for days at a time until the schoon er could be worked back down again.

May Appoint More Pilots. The Pilot Commissioners, who are sup-posed to have control of the bar pilots, are guided to a considerable extent by wishes of the pilots themselves, a one of the principal reasons given for the failure to appoint pilots to fill the vacancies existing is the fact that the only applicant is unsatisfactory to the They admit that the number of pflots on the bar is smaller than it was a year ago, and that there has been a large increase in the number of ships coming here. This, however, does not seem to warrant them in doing anything to increase the number. One Astoria member of the board stated that he was in readiness to make one or two more pilots whenever he was called on to do ping. The other Astoria member stated that he was opposed to creating any more pliots at the present time, but was willing that the Washington Pilot Commissioners should appoint as many pilots as they cared to. The Portland member of the commission is willing to appoint nllots whenever his Astoria colleagues see

The Damaged Fleet. The French bark Henriette is still rest-ing in the mud in front of the Booth cannery, and is gradually sinking deeper, no portion of her decks showing above water at high tide. This strengthens the belief that the vessel sat down on her anchor, as it is thought that if she had struck a rock she would have remained stationary. The Pembrokeshire, which was also damaged in Astoria harbor a short distance above the Henriette, is lying at Kinney's cannery, discharging some of her cargo so that the extent of her damages can be determined, and the work of repair carried on. Captain Rennedy is confident that he can the steamer in a seaworthy condi again, and he as well as his officers have been working very hard with the vesse since the accident happened.

Tobacco Factory Burned.

RICHMOND, Va., Jan. 7.—The tobacco-factory of Cameron & Cameron was pracdestroyed by fire tonight. Loss

Debate on the Canal Bill Opened in the House.

HEPBURN STATED THE CASE

iew Proposal of the French Company, He Said, Was Part of the Plan of Delay-Suspicious Circumstances.

WASHINGTON, Jan. 7.—The debate on the Nicaregua bill in the House was opened today by Hepburn (Rep., Ia.), chairman of the interstate and foreign ommerce committee, which reported thu bill. For two hours he held the floor, replying to a volley of questions concern-ing the recent offer of the Panama Canal Company to sell its property and fran-chises to the United States for \$80,000,000. The interest in the debate centered al-most entirely in this new phase of the subject. Hepburn maintained that the al-leged new offer of the Panama Canal Company was part of the plan of delay, All his utterances along that line were liberally applauded. He pointed out what he claimed was the suspicious circum-stances that the Panama Company held out for \$109,000,000 until it was decided before the holiday recess to consider the Nicaragua bill and then suddenly dropped the price to \$40,000,000. Morris (Rep., Minn.) gave notice that at the proper time he would offer an amendment to carrying seaward an immense volume of authorize the President, if he could pro-water, which, of course, is drawn from the stream that formerly went out to sea ama Company for \$40,000,000, if concessions could be procured from Colombia, and if the Walker Commission so recommended, to purchase and proceed to complete the Panama Canal. The other speakers to-day were Davis (Dem., Fla.), Richardson (Dem., Ala.), Mann (Rep., Ill.) and Adams (Rep., Pa.) By the terms of the order the bill will continue before the House until disposed of.

Opened by Hepburn.

Without preliminary business the House went into committee of the whole (Gros-venor of Ohio in the chair), for the consideration of the bill, and Hepburn took the floor to open the debate. He said the subject of a waterway across the Isthmus, subject of a waterway across the lathmus, connecting the Atlantic and Pacific Oceans, had been in the minds of the people of the world for more than 40 years. In the United States, 37 states had instructed their Congressional delegations to support a bill for an interoceanic waterway; all political parties had ailigned themselves in favor of it; the subject had been discussed in Congress, scientific societies, the newspapers and on entific societies, the newspapers, and on the hustings, until there was now a volume of literature on the subject never be-

ore devoted to a single project. Hepburn said the report of the Walker Commission gave careful consideration to every feature of the work. The blu sub-mitted by his committee proposed to con-centrate all authority in the hands of the President. It opened no opportunity for defunct statesmen or for the pensioning of persons who had been passed in the of persons who had been passed in too race of life. It gave the United States the authority to protect, defend and operate the canal. In view of all the reports sub-mitted, Hepburn said there could now be no question in the mind of any well-informed man of the feasibility and practi-

cability of an interoceanic canal.

There was not an atom of work in general engineering, he said, yet to be done. In favor of the feasibility and practica-In favor of the feasibility and practica-bility no enterprise that had ever received the attention of man had been so con-clusively proved. If the pending bill became a law the work could begin at once and should be completed in eight years.

As a Commercial Venture. Hepburn said that as a commercial venture the commission's figures of 7,000,000 tons could be safely taken. At the latter figure the total revenue at the Suez rate would be \$14,000,000, enough to meet the cost of maintenance (\$3,500,000) leave over \$10,000,000 to meet interest charges, if there were such.
Referring to the efforts of the Panama

Canal Company to build a canal by pri-vate enterprise, he summed up their efforts as follows: company raised \$256,000,000 by the

sale of \$435,000,000 of bonds, and, after eight years, the managers of the company found themselves with the work less than

(Concluded on Third Page.)

## SUMMARY OF THE DAY'S NEWS

Congress

tepburn opened the debate on the canal hill in the House. Page 1. There will be a strong fight against the new Senator Morgan calls for an inquiry into the relations of railroad companies and Panama Canal. Page 2.

Foreign. The Chinese court returned to Pekin, Page 2, The Boer losses up to date have been twice as heavy as the British. Page 2. An Oscar Wilde play was produced in Lon-

don. Page 2. Domestic. The population of the entire United States is 84,233,069. Page 2. Papers were filed in the Supreme Court in the case of Minnesota against the rail-

road trust. Page 3. The Interstate Commerce Commission will prosecute packers. Page 3. Lessler was elected over Belmont in the Sev-enth New York Congressional District,

Page 5. Pacific Coast. J. N. Williamson announces himself as a candidate for Congressman Moody's place,

Page 4. Washington man fired through a door and wounded a girl who spurned his improper request. Page 4. Oregon Farmers' Congress speakers Disc every phase of the dairy industry. Page 4.

Fine body of cinnabar discovered in Josephine County, Page 5. Marine. December statement of Portland Custom-House shows large value of exports. Page 5.

Navigation on Yambill River closed at La Fayette. Page 5. Steamship Columbia arrived from San Fran-

ciaco after a rough voyage. Page 5. Contracts for 4000 tons of forage will be let today. Page 5. Portland and Vicinity.

Committee of 15 citizens appointed to take charge of volunteer monument project. Page 8. Questions of teachers' salaries may cause lively annual meeting of taxpayers. Page 12,

Clarence Clark, 18-year-old boy, attempted suicide. Page 12. Ellis G. Hughes writes on his stand in Port of Portland matters. Page 12. Lively registration of voters at County Clerk's

New text-book law now in successful open