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

CUMMINS INAUGURATED.

Iowa's New Governor Formally Took Charge of the State's Affairs.

DES MOINES, Ia., Jan. 16.—The inauguration of Governor A. B. Cummins took place at 2:30 P. M. today, with imposing ceremonies at the Auditorium. The procession, which moved from the Statehouse through the principal streets to the Auditorium, was escorted by five companies of the state militia, and consisted of the full membership of the Legislature, state officials, ex-Governors and United States Senators Allison and Dolliver in carriages. The oath of office was administered to Governor Cummins by Chief Justice Scott M. Ladd. The Governor then delivered his inaugural address.

AN INTERCEPTED LETTER.

Junta Advised Lukban to Surrender but Not Swear Allegiance.

MANILA, Jan. 16.—General Chaffee will leave Manila for the island of Samar next Saturday. He will thoroughly investigate the situation there, as it is desired to stamp out the Samar insurrection during the dry season. A captured communication from the Filipino insurgent junta at Hong Kong, addressed to General Lukban, the insurgent leader on Samar Island, advised General Lukban to surrender if he wishes to do so, but does not advocate this action. If General Lukban surrenders, the letter goes on to say, he need not deliver a single Filipino soldier or officer to the Americans, nor must General Lukban or any other officer be forced to accept civil appointment. They may emigrate if allowed to do so, but no Filipino must be obliged to take the oath of allegiance to the United States. Under these terms the Hong Kong junta has no objection to Lukban's surrendering.

Transport Sails With Recruits.

SAN FRANCISCO, Jan. 16.—The transport Kilpatrick sailed for Manila today with a full passenger list, made up chiefly of recruits for the Army and men for the United States Marine Corps and their officers. The 700 recruits and casuals left the Presidio this morning in six companies, and under an exceptionally good showing, considering the brevity of their service. The enlisted men of the Marine Corps numbered 100. Prior to the departure of the Kilpatrick, Corporal Johnson, of the casual detachment, chopped off his right index finger, so that he would not be obliged to sail on the transport. Johnson has been in the service for six years, but having married recently was averse to sailing for Manila.

Will Restock Its Ranges.

MILES CITY, Mont., Jan. 16.—O. C. Cato, manager of the big T. X. L. Cattle Company, of Wyoming, says his company will restock their Montana ranges the coming summer with about 10,000 head of cattle. The company formerly had large herds in Montana, but several years ago cleaned the ranges in this state of their stock.

LAST YEAR'S LIMIT

River and Harbor Bill Must Be No Larger Than Before.

CUTS OUT THE DALLES CANAL

Moody Says Work Can Begin With the Old Appropriation—\$600,000 for the Mouth of the Columbia.

WASHINGTON, Jan. 16.—Chairman Burton, of the river and harbor committee, today stated that the river and harbor bill that is now being framed must not be larger than the bill reported by his committee at the last session. This is taken to mean that the mouth of the Columbia will receive a \$600,000 appropriation.

It was suggested by members of the committee that if this rule is to be followed it will not be possible to secure the adoption of the canal project for the Columbia between the Dalles and Celilo, but Representative Moody insists that the committee can, without any new appropriation, adopt the canal project of Captain Harts and turn over for immediate use the \$200,000 balance remaining unexpended from the boat railway. It is now certain that nothing beyond this can be had, and this only after a very persistent fight.

Should the House committee fail to adopt this project, renewed efforts will be made to have it added in the Senate, Senator Turner, a member of the committee, being in favor of the proposition.

Black Eye for Panama Canal.

What appears to be a black eye for the Panama Canal and clearly has the Nicaragua Canal is a statement made today by persons representing the United States stockholders of the Panama Railroad Company that they would not sell their interest in the railroad to the United States. One of the most desirable features of the Panama Canal, and which Panama advocates have made prominent in advocating that route, is the fact that the United States would have a railroad already constructed which could be used in constructing the canal. It is doubtful if the Government would take the railroad unless it could have absolute control and full possession of it, as there are many reasons why it could not be in partnership with other parties in the operation of a railroad. The road would be operated without regard to paying dividends, and it owned by the Government would be used almost wholly in canal work, and freight and passenger traffic would be incidental. This development has materially destroyed the hopes of the Panama advocates.

It also developed today that the assurances by Edward Lampre to the inter-oceanic canal committee that the Colombian Government would make no objection to the United States acquiring the canal were based simply upon a statement of Hutin, and that no assurances in writing or verbally have been received from the Colombian Government confirming Hutin's statement.

Friends of the Nicaragua Canal say that the developments now show that the Panama Canal Company has nothing but a part of the ditch to unload on the United States Government, and the most valuable assets of the company, the Colombian Government and the full control of the Panama Railroad, are not within the power of the Panama Company to transfer, should the Government buy its property.

Many rumors have been current that the Isthmian Commission, which has been in session today, will, when it concludes its work, report in favor of the Panama Canal. There is no way of verifying or denying these rumors, and investigation traces them to the representatives of the French company rather than to any authentic source. Even if the commission should report in favor of the Panama Canal, the friends of Nicaragua intend to make a fight for the Hepburn bill in the Senate, because something definite is promised in that measure.

Drastic Chinese Exclusion Bill.

The Pacific Coast members of Congress are not to be deterred from urging a very drastic Chinese exclusion bill by the representations that China will consider such legislation an affront, and the Mitchell-Kahn bill will be urged before both Senate and House committees. There is some doubt, however, about the Pacific Coast people being able to have their way in this matter, as Eastern Senators and Representatives are inclined to be very moderate in Chinese legislation, and think that a bill simply excluding Chinese or re-necanting the Geary law will be all that is necessary. At the time the Geary law was passed there were persons urging more drastic legislation than is proposed by the Pacific Coast members, but the Eastern men then now asserted that there should be moderate legislation.

Senator Mitchell, who has had a great deal to do with forming the Pacific Coast measure, insists that if Chinese are to be excluded the legislation ought to be strong enough so that the law cannot be evaded, as it has been during the past 10 years.

Mitchell's Bills Passed.

The Senate today passed Senator Mitchell's bills appropriating \$10,000 for a launch for the Astoria customs officials, \$4000 for additional quarters at the Yaquina light station, and \$4500 for a new building at Cape Blanco light station.

Weirs and Traps in Lower River.

Senator Mitchell recently filed with Secretary Root a petition of numerous citizens of Astoria asking that no permits be granted hereafter by the War Department for the construction of fish weirs and traps in the Columbia River. After due investigation and conference with the Chief of Engineers, the Secretary replies that the jurisdiction of his department extends only to navigable waters, and that he has no authority over nets which in no way interfere with navigation. The Secretary also reports that nets that have been maintained have not, during the past 10 years obstructed navigation or formed

shoals which tended to obstruct the channel, as alleged. The local engineer officer is exercising very strict supervision over nets in the Columbia, and as a result of his work a number of objectionable traps have been discontinued, and permits have been granted only in meritorious cases. Assurance is given that the interests of commerce in the Columbia will continue to be properly safeguarded.

Clearwater Valley Railroad.

Senator Simon's bill extending until February 28, 1902, the time for constructing the Clearwater Valley Railroad across Kootenai lands in Idaho was favorably reported today.

SAYS OTHERS DID IT.

Rathbone's Excuse for Furnishing His Home With Postal Funds.

HAVANA, Jan. 16.—In the trial of the charges growing out of the Cuban post-office frauds today, the testimony of Estes G. Rathbone, ex-Director-General of Postoffice of Cuba, was concluded. He was questioned further relative to the examination of the postoffice at El Esfuerzo, Havana, from the postal funds. He said he could not have been expected to furnish his official residence from private funds, but he knew how long he was going to remain in Cuba, and that General John R. Brooke, ex-Military Governor of the City of Havana, had furnished his official residence from Government funds, as had General William Ludlow. Rathbone said his superiors knew of his expenditures in this direction, and had made no objection, and that these bills were only for money spent for house furnishing and not on his private account. The examination of a bill from a New York department store showed that 30 pairs of hose, which it was alleged Rathbone bought for his private use, read 50 feet of hose. The examination of Rathbone did not gain any strong points for the Government.

The matter of the expense of the witnesses who have been brought here from the United States to testify in these cases is now worrying the postoffice officials. A clerk of a New York hotel, one of the witnesses who was brought here to show that Rathbone had lived extravagantly while at his hotel, has put in a bill to the Government of \$40 a day for expenses, while the extras charged bring the total for two weeks to about \$1000.

Considered the Panama Offer.

WASHINGTON, Jan. 16.—In response to a call issued by Admiral Walker, chairman, the members of the Isthmian Canal Commission met today to consider the proposition of the Panama Canal Company to dispose of the property to the United States for \$60,000,000. All of the members were present. M. Lampre, the secretary-general of the company, and M. Bouffere were called upon to explain certain details. It is expected that the commission will have completed its work and be ready to report to the President by next Saturday.

Dismissals in Census Bureau.

WASHINGTON, Jan. 16.—Wholesale dismissals in the Census Bureau have been made. Seven hundred already have received their discharges, and 500 others and possibly many more will go by January 21. At least 600 will go in February and many others will be sent to the streets in March to bring the present force of about 8000 down to the 600 or 700 contemplated in the permanent census movement.

Surveyor-General of New Mexico.

WASHINGTON, Jan. 16.—The President has decided to appoint Morgan O. Llewellyn Surveyor-General of New Mexico, to succeed the present incumbent, Mr. Vance. Mr. Llewellyn is a son of W. H. Llewellyn, who was Lieutenant-Colonel in the President's regiment. The son also served in the Rough Riders.

Eaton Will Command the Oregon.

WASHINGTON, Jan. 16.—Captain Joseph G. Eaton, at present Captain of the Boston navy-yard, has been selected to command the ship Oregon, which is now fitting out on the Pacific Coast. The ship will be permanently attached to the Pacific station.

SCHELEY CASE IN CONGRESS

Demand for Copies of the Testimony—Probability of Action.

WASHINGTON, Jan. 16.—Secretary Long has written to the naval committee work report in favor of the Panama Canal. There is no way of verifying or denying these rumors, and investigation traces them to the representatives of the French company rather than to any authentic source. Even if the commission should report in favor of the Panama Canal, the friends of Nicaragua intend to make a fight for the Hepburn bill in the Senate, because something definite is promised in that measure.

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TALKING OF PEACE

Negotiations Reopened Between British and Boers.

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Dutch Leaders Inclined to Save What They Can of Their Farm—Efforts of the Netherlands.

LONDON, Jan. 16.—A strong belief prevailed in financial circles here late today that negotiations for peace had been reopened between the leading Boers and the British Government. South African

SEATTLE'S MAYOR WANTS A THIRD TERM.

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Director of Works Taylor announces that he will be ready next week to advertise for bids on the Mines and Metallurgy building. The contract for the power plant of the exposition was today awarded to the Westinghouse Electric Company. The plant is to be 10,000 horsepower, and will be the biggest ever put into an exposition.

DELEGATES SHAKEN UP.

An Earthquake Shook the Pan-American Conference.

MEXICO CITY, Jan. 16.—The event of the day in the Pan-American Conference was, it may be said, the earthquake this afternoon. The Chileans had prolonged throughout the entire morning their dilatory tactics. The burden of their speeches was always the same: "We are in favor of the Hague convention, but it must not pass through the conference without discussion." Mr. Buchanan, of the United States, Senor Macedo, of Mexico, and Senor Bernier, of Argentina, made speeches asking in turn, "If we are all agreed, what is there to discuss?" At the afternoon session the Chilean delegates resumed their speechmaking. Senor Alsamora, of Peru, had just risen

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