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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, Mgr.

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THE OPINION OF A CELEBRATED PIANIST.

The Pianola is not a merely mechanical instrument. It gives free scope to the individual interpretation, producing every crescendo, from pianissimo to fortissimo, every acceleration and retardation, according to the taste of the player. I am fully convinced that through these qualities, and from the immense literature prepared, it is destined to answer a need in rendering piano literature accessible to those to whom music has heretofore been, for technical reasons a closed book. ERNEST VON DOHNANYI

Free recital tonight, 8:30.

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TAXING OF CORPORATIONS.

SCHLEY AT LOUISVILLE.

Governor Orman's Message to the Colorado Legislature.

The Trip From Chicago Was One Long Ovation.

DENVER, Jan. 28.—In a message which he transmitted to the Legislature today Governor Orman recommended re-enactment, with the necessary safeguards, of the revenue law which has been attacked by the corporations in the courts. He advises that a new section be added to this law, providing for the assessment of mining property, whether productive or nonproductive. He recommends the enactment of an employers' liability law, and asks the Legislature to correct a defect in the act of the regular session, making an appropriation for an exhibit at the Louisiana Purchase Exposition in St. Louis.

"In regard to corporate legislation," the Governor says, "it must be remembered that whatever materially affects the interests of the corporations correspondingly affects the welfare of the people of the state, but we must also remember that it is from the state and its resources that they derive their great wealth and power, and that the people should have something to say as to how that power is used and that wealth acquired."

New Jersey Senatorial Election. TRENTON, N. J., Jan. 28.—The two houses of the Legislature met separately today, for the ratification of United States Senators. In the House John Dryden, of Newark, the Republican caucus nominee, received 46 votes to 14 for Congressman McDermott, the choice of the Democrats. In the Senate Dryden received 14 and McDermott 4. Previous to the session the Democrats selected Mr. McDermott as their candidate.

LOUISVILLE, Ky., Jan. 28.—Rear-Admiral Schley arrived here this evening, and was greeted with Admiral's salute and with a shouting crowd of many thousands. The trip from Chicago was one long ovation. The Admiral made no speeches on the trip, although at some places he spoke a few words of greeting. Telegrams from every station along the line asked that the Admiral appear on the platform, if only for a moment. At La Fayette, Ind., Admiral Schley insisted that grimy-handed enclanchists, who had rushed from the car shops, take his hand. "Never mind the grease," he said, and the men, who had not wished to soil the Admiral's gloves, cheered.

From the depot the Admiral and Mrs. Schley were escorted in state to the residence of Marion E. Taylor, president of the Board of Trade, at whose house they will remain during their stay here. The programme in honor of the Admiral includes a reception at the Board of Trade at noon tomorrow, a luncheon at the Penderm's Club, and a banquet at the Galt House tomorrow night, under the auspices of the Board of Trade. On Thursday the Admiral will be the guest of the Knights Templar, and after a ride over the city in the morning, he will take lunch at the Penderm's Club. In the afternoon the Admiral will be escorted to the Masonic Widows' and Orphans' Home, where he will address the children, and on Thursday evening a Templar ball and reception will be given at the Galt House. Tomorrow afternoon a reception will be given in honor of Mrs. Schley and Mrs. Mason Taylor at the latter's residence, and Friday afternoon Admiral and Mrs. Schley will leave for Nashville.

BAD SERVICE AT BAR

Chamber of Commerce Takes Up the Question.

WHAT INVESTIGATION REVEALS

Pilots Have Formed a Pool and Towboats Are Inefficient—Moving to Remedy Some of the Notorious Abuses.

The tugboat and pilotage service at the mouth of the Columbia River was shown to be highly inefficient at the meeting of the trustees of the Chamber of Commerce yesterday morning. The navigation committee submitted a report of its investigations that handled the subject in its true aspect, made plain the abuses in the present system of pilotage and towage and suggested remedial improvements. The one cause underlying all the evils was shown to be lack of competition among pilots and towboats. It was made clear that this has removed all incentive to energetic service.

Several important subjects other than this were discussed. Members of the board present were: S. M. Mears, L. A. Lewis, Lewis Busson, E. M. Warren, W. J. Burns, W. B. Ayer, W. S. Shanon, and Adolphe Wolfe. Mr. Hahn was present part of the session.

The navigation report was only partly considered at yesterday's meeting, and it will be taken up by the trustees again this morning. It was considered best to postpone definite action until the several members of the navigation committee could be on hand for a meeting, which was lacking at yesterday's deliberation. This committee, composed of George Taylor, Jr., W. D. Wheelright, W. J. Shanon, W. B. Ayer, and E. T. Williams, is requested to confer with the trustees this morning. The recommendations meet with general favor, and after the report is adopted, the trustees will appoint a conference with the Oregon Pilot Commission. The latter board is composed of Martin Poard and E. W. Tallant, of Astoria, and Sylvester Farrell, of Portland. The Astoria members have put the matter of arranging a meeting in the hands of Mr. Farrell. A letter from Mr. Farrell was read, signifying the willingness of the Pilot Commissioners to meet the trustees. The appointment was undoubtedly made for next week. The trustees were not ready to submit the report of the navigation committee for publication until it has been acted upon. An epitome of it, however, is as follows:

What the Report Contains. The service at the mouth of the Columbia is regarded as highly unsatisfactory, and as calling for prompt remedy. Pilotage is controlled by a pool of nine men, and towage by one company, since these conditions there is no incentive either for diligence or dispatch. The pilots know they will get the rates fixed by law regardless of when or how the service is performed, since pilotage is compulsory, and the two towboats know they will get the business, since they are the only ones engaged. Pilots and towboats are found to spend much time at Astoria and too little on the bar. The report says in very strong language that facilities for handling ships have failed to keep up with the growth of commerce and of tonnage of ships.

It is pointed out that Puget Sound has nine towboats, the largest of which has 1500 horsepower, while the Columbia River has only two, the larger of which has 1000 horsepower. All the Puget Sound tug have more power than the Wallula, which has only 550 horsepower, and cannot work in rough weather. Comparison with service at Puget Sound is evaded, since it is pointed out that in 1900 and 1901 a total tonnage of 428,728 passed over the Columbia River bar, and of 549,776 passed through the entrance to Puget Sound.

It is recommended that the pilotage monopoly at Astoria be broken, and that the O. R. & N. be requested to add to its fleet of towboats. The report also is issued to all applicants according to their fitness; that they shall receive compensation according to the service they shall render; that a superintendent of pilots be appointed to select and employ pilots; that the O. R. & N. transport any pilot for the same consideration as it now does members of the pool, namely, 10 per cent of the larger of the two rates; that the O. R. & N. be asked to keep a boat outside the bar all the time and one inside; that the bar be lighted at night, and that an appeal be made to the Governor if the present pilots fail to accord with the recommendations. If it is impossible to carry out the suggestions, it is recommended that towboats operate without the present pool of pilots and hire pilots on their own account, and that the O. R. & N. be asked to keep a boat outside the bar all the time and one inside.

Also the state pilot boat. In answer to a question about the power of the Governor in the matter, Mr. Shanon responded that the Governor has the appointment of the Commissioners. Mr. Burns thought it in place to ask that three tugboats be kept in service during the busy months of the year. He further said that pilotage is compulsory. He condemned the present tugboat service strongly. He thought that good service could be rendered by one company. He said the river pilots were a snaky lot, and would not move a ship unless it suited their convenience. He declared that something should be done to show them up before the Commission. Mr. Lewis was highly pleased with the report. He thought it covered the ground ably. Mr. Ayer said that the state pilot whomever at Astoria is unseaworthy, and not fit for service, as suggested in the report. At present, the pilots are not using it. He thought that the state should provide a state pilot boat, for he regarded it as indispensable to the commerce of the river. The trustees then began to consider the report in detail, but in a short time it was decided to put off the deliberation until today.

put the Spokane Chamber of Commerce on record for this, and to make capital of it. Spokane has the reputation of being strongly in favor of the open river, but evidently was a little lax. Its Chamber of Commerce had resolved for an open river, but resolutions seemed to be easier than the work of getting signatures to the petition.

Mr. Ayer thought that Spokane could be induced to send citizen representatives to Washington. His plan was to work for a large appropriation for the bar and at the same time make a start for the upper river improvement. He mentioned the desire of the upper river people to win the influence of Portland.

Makes Navigation Difficult. A letter was read from A. L. Mohler, president of the O. R. & N., relative to the discontinuance of buoys in the Columbia River. Lighthouse Inspector W. P. Day has ordered their removal on account of their being swept away continually by log rafts. Mr. Mohler regarded the complaint of Mr. Day as valid, but recognized the disadvantage of the order. "It will make navigation between Portland and Astoria much more difficult," he said, "and the river will get advertising for grounding ships which it does not receive now. The letter was referred to the navigation committee.

Letter From Congressman Tongue. A letter from Representative Thomas H. Tongue was offered before the trustees. It was in answer to inquiries of President Mears some time ago. Mr. Tongue thought it likely that a fair appropriation can be

PARTY LINES DRAWN

Philippine Question Strictly a Partisan Matter.

BITTER FEELING IN THE SENATE

Southern Ferocity of Tillman Again Displayed—Representation in the South—Admiral Schley's Appeal.

WASHINGTON, Jan. 28.—Bitter feeling between the two parties in the Senate broke out in a very acrimonious debate today, and it shows that the Philippines have divided the Republicans and Democrats on lines fully as sharply drawn as the Southern issue or the "force bill." Nothing but the firm hand of the presid-

considered by the President, but those who are in a position to know say that the President will not reverse the department.

The Pacific Cable.

The House committee, in deciding in favor of a Government cable, has carried out the wishes of the Army and Navy and others who have investigated the subject, and have reported that the best interests of the United States would be with a Government cable. Fears are expressed by all those parties that think a private company should lay a cable to Hawaii and the Philippines, but if this were done, it would become an auxiliary of the Eastern Extension Company, and become simply a working arrangement with the British cable system, to the detriment of United States interests. The British company now claims the right to all telegraphic business in the Philippines by reason of its franchises, and also asserts that no other cables shall be laid either to the Philippines from the United States or from the Philippines to the mainland of China. If any cable is laid by a private corporation, it is said that it would stop at the Philippines and the Eastern Company would still have the line between the Philippines and China.

Factional Fight Against Spooner.

Quite a bitter fight is being waged on

CHOICE OF ROUTES

Spooner's Substitute For Nicaragua Canal Bill

IS INTRODUCED IN THE SENATE

Authorizes the President to Select Either the Panama or the Northern Survey—Fixes Limit of Cost.

WASHINGTON, Jan. 28.—Just before the adjournment of the Senate Senator Spooner today introduced a substitute for the Nicaragua Canal bill. The new bill is a practical authorization to the President of the United States to choose between the Panama and the Nicaragua routes. The first provision looks to the acquisition of the franchises, right of way and other property of the new Panama Canal Company of France, including the company's control of the Panama Railroad. The President is authorized to pay \$10,000,000 for these, "provided a satisfactory title can be obtained."

He is then authorized to secure the necessary concessions from the Republic of Colombia, these to include the perpetual control of a 10-mile strip of territory from the Caribbean Sea to the Pacific Ocean. A canal sufficient to accommodate the largest vessel of them to be constructed, under the supervision of the Secretary of War.

The bill also carries an alternative provision authorizing the President to proceed with the construction of the Nicaragua Canal in case he fails to secure the necessary concessions from Colombia or a satisfactory title from the Panama Canal Company.

An immediate appropriation of \$10,000,000 is made in either event. The limit of cost is fixed at \$15,000,000 in case the Panama route is chosen, while \$10,000,000 is allowed in case the choice falls on the Nicaragua route.

ON TURKISH TERRITORY.

Brigands Will Not Liberate Miss Stone in Bulgaria.

VIENNA, Jan. 28.—A telegram has been received from Sofia, saying that the brigands who the liberation of Miss Stone, the captive American missionary, to take place upon Turkish territory, and that the Turkish Government will not consent to assume the cost unless it be advised of the time and place of the passage of the brigands across the frontier. The Turkish Government also requires that a neutral escort accompany the brigands.

Ransom Money Not Paid.

WASHINGTON, Jan. 28.—The State Department today received a despatch from the United States representatives in Turkey regarding the case of Miss Ellen M. Starr, the American missionary held by brigands, and her companion, Madame Teikka. Its contents were disappointing, the captives not having been released, as was hoped would be the case from the manner in which the negotiations looking to that end had been progressing lately. The officials are averse to discuss the case freely, but it is understood that the best effort to a prompt conclusion is due to their distrust of the attitude assumed by the Turkish authorities. The ransom money demanded has not been paid. The State Department will continue to exert every effort to secure the release of the women, but immediate prospects are less reassuring.

Charges Against Governor Murphy.

TUCSON, Ariz., Jan. 28.—Advice received from Washington today state that charges have been filed with the President against Governor Murphy, of Arizona. The charges specify alleged violations of the law. The charges were made by President Ives, of the Territorial Council, and were presented by Delegate Smith, of Arizona.

Shaw Starts for Washington.

DES MOINES, Ia., Jan. 28.—Governor L. M. Shaw left this afternoon for Washington, to assume his duties as Secretary of the Treasury.

SUMMARY OF THE DAY'S NEWS

Congress. Bitter partisan debate in the Senate. Pages 1 and 2. The Senate passed the Department of Commerce bill. Page 2. Spooner introduced a substitute for the Nicaragua Canal bill. Page 1. House committee votes in favor of a Government-owned Pacific cable. Page 2. Philippines. Terrible hardships were suffered by a party of marines in Samar. Page 3. The general outlook in Batangas is favorable. Page 3. Rencelade Americans led a party of murderous insurgents. Page 3. General. Eight lives were lost in a Boston fire. Page 2. The Hoers make peace proposals following Holten's visit. Page 3. Admiral Schley arrives at Louisville. Page 1. Pacific Coast. Umattilla Indians will not obey order to cut off their hair. Page 4. Annual convention of Northwest Fruitgrowers' Association opens at Walla Walla. Page 4. Judge Lowell addresses University of Oregon students on "Law and Lawyers." Page 5. Plan of man at San Francisco to go to New York in a box frustrated by expressman, who turned him over to police for a corpse. Page 4. Marine. Portland has dispatched 21 foreign cargoes since January 1. Page 3. Last of the loaded grain ships leave Astoria. Page 5. Columbia River blocked with ice above the mouth of the Willamette. Page 5. September ship making fast passages from Portland. Page 5. French ships headed for Portland are overdue. Page 5. Portland and Vicinity. Chamber of Commerce reports on bad Columbia River bar service. Page 1. United States Supreme Court decision means better streets for Portland. Page 12. New electric equipment for St. Johns motor system. Page 8. Appointment of county funds for the coming year. Page 10. One thousand people go skating on Guild's Lake. Page 12. Gai Yow, local Chinese belle, weds Wong Chung. Page 8. Fish and Game Association holds annual meeting. Page 8.



obtained at this session of Congress, and hoped Cello would not be left out. He intimated that no larger appropriation can be hoped for than the one granted last year. The letter was as follows:

My Dear Sir: Yours of the 16th inst. has just been received. I think it quite likely that some fair relief can be had for the Upper Columbia and Snake Rivers. The last river and harbor bill made some appropriation for them, not a great amount, but a fair one. I hope something can be done for an amount of the work at The Dalles and Celilo. How much I do not know. Mr. Burton replied to a statement of a gentleman the other day who wanted to increase an appropriation over the amount in the last bill to the effect that, the division of the funds previously appropriated to the project, as drawn and approved by Major Gatz, it really would be a great achievement. It would be an endorsement of the project by Congress, and the entering upon the work and placing it upon the list of appropriations that would pretty regularly be made to have carried in addition the repeal of that, the diversion of the funds previously appropriated to the project, as drawn and approved by Major Gatz, it really would be a great achievement. It would be an endorsement of the project by Congress, and the entering upon the work and placing it upon the list of appropriations that would pretty regularly be made to have carried in addition the repeal of that, the diversion of the funds previously appropriated to the project, as drawn and approved by Major Gatz, it really would be a great achievement. 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