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Every day there is new evidence of the way in which the PIANOLA is making itself felt. First, a luxury; then a subject of general discussion and interest; and soon it will be a necessity. A few months hence there will not appear to be so much appearent fiction in our daily advertisements of the merits of this instrument Free public recital tonight at 8:30.

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MENACE TO ORGANIZED LABOR THE SCHLEYS AT KNOXVILLE Miles Opposed to Locating Army

Posts Near Great Cities. WASHINGTON, Feb. 4.-The Army Post

for the location and distribution of miliposts, including the abandonment from a modern military point of view, and the planting of new posts at strate-gic points. It was also to locate the four great camps for the training of soldiers of the regular Army and their co-operative delli with the militia. These things have been done, and the board's report is now before Secretary Boot, who will send it to Congress. The report has not a perfect din of steam whistles and bells.

of the board, has taken a strong position against the location of new posts in the vicinity of great cities, on the ground that it can only be construed as intend-ed to message organized labor, and he has gone so far as to enter a formal Sixth Regiment and the march to the with Secretary Root against such

The Gala Opera Performance.

NEW YORK, Feb. 4 - After several days of fruitiess conference, the sub-committee charged with arranging for the cula opera ry of Prussia, has succeeded in overcome objections raised by a boxholder Metropolitan opera-house, who refused to give up his holding in order that the Prince and his suite might occupy five owner finally agreed to accept another box equally as good as his own. This was pro-cured and the trouble is at an end.

\$2,000,000 for Track Elevation

CHICAGO, Feb. 4.-The stockyards elevation ordinance has been passed by the Council. It involves the elevation of the tracks of the Michigan Central, the Panbandle Chicago Terminal, Chicago Junetion and Grand Trunk from their main lines into the stockyards, and covers 30 of trackage, at an expenditure of

Population of the City Turned Out to Greet Them.

KNOXVILLE, Tenn., Feb. 4.-The jour ey of Admiral and Mrs. Schley through Washington intermittently since November 25 last, concluded its labors and adourned sine die today. The board was along the route the entire population of the towns turned out and the greetings for the location and distribution of miliand Mrs. Schley were called to the rear platform of their private car, where the Admiral shook hands with the people. while Mrs. Schley was virtually buried in floral offerings from school children. Darkness did nor diminish the crowds,

a perfect din of steam whistles and belis, Packed around the Union station was Lieutenant-General Miles, the president fully 5000 people, who cheered again and again as the train arrived. After a brief reception at the station carriages were taken to the Hotel Imperial. The Admiral's carriage was preceded by the Sixth Regiment band and a battation of the hotel was through throngs of people and red-fire illuminations. After dinner had served a short reception was held The festivities will continue tomorrow,

Stock Inspection Law Upheld. DENVER. Feb. 4.-The Supreme Court as handed down a decision upholding th livestock inspection law passed by the Legislature of this state. The decision was rendered in the case of Ed H. Reid who rushed cattle into this state from Texas for the purpose of testing the law. The sentence of six months in the county jali against Reld is also affirmed. Reld was backed by leading livestock organi-zations of the country, who claimed that the Federal inspection laws superceded ose of a state

Shaw's First Cabinet Meeting.

WASHINGTON, Feb. 4.-The Cabine meeting today developed nothing of importance. A number of prospective appointments were talked over. This was the first Cabinet meeting in which Mr. Shaw, the new Secretary of the Treasury. has taken part.

OBJECTTOPRESSURE

Congressmen Want Their Way in Cuban Matter.

THEY CRITICISE THE PRESIDENT

Differences of Opinion Among Republicans Afford Satisfaction to Democrats-Elkins Railroad Bill-The Noyes Case,

WASHINGTON, Feb. 4.-The pressure thich the President is exerting upon numbers of the House to secure favorable action on Cuban concessions is causing a great deal of dissatisfaction among cerain members, and some of them, representing districts where there are consid erable beet sugar interests, have intimated that they will take occasion to critcize the Executive rather sharply. They oint out that the President is somewhat aconsistent in prohibiting officers of the general Government from exerting pressure on Congress for their personal and public needs, when he continues to exert such influence, though this will be met with the statement that the Government contemplates that the President shall advise Congress on what he deems neces sary for public policy. The most interesting feature of this Cuban contention is the differences of opinion that arise in the Republican party and afford considerable satisfaction to the Democrats, who are watching the contest with interest,

The Elkins bill to amend the interstate and still greater talk when it is discussed more authority in the matter of deterthe shippers.

be fought by the ratiroads, the pressurefor interstate commerce legislation has been growing from week to week, and this is what caused Elkins to introduce his

The Noyes Affair.

there has been considerable mystery, so far as official facts at the Department of Justice go, is likely to be pretty thoroughly aired in the Senate before the debate concludes. Friends of Noyes and and McKenzle are determined to defend them from the attacks made by Tillman, Stewart and others, and the Senate is likely to call on the Department of Justice for further information and for the papers on file for and against Noves, Mc-Kenzie et al. In a nutshell, it resolves i self into the assertion of Tillman today that either Noyes and his crowd are wrong, or the Circuit Court is a bad tribunal. The principal defense of Noyes thus far is based upon the recommenda tion of the late Senator Davis. It is the intention of those who, hurrying the case in the Senate, to force the President to remove Noyes on the charges made.

Bridge at Vancouver.

the measure.

Funds for Mining Schools.

Representatives of the several schools ated by this bill shall each year be paid to the other half to go to the state argicultural college. Should this amendment prevery remote.

Aid for Reserve Settlers.

In view of the fact that a number of settlers living on that portion of the original Olympic forest reserve in Washington, which was subsequently withdrawn from the reserve, have relinquished three tracts, believing them still to be in the reserve, and attempted to make lieu selections, thereby losing title to the original tracts, and being unable to acquire other lands, Senator Clark, of Montana, today introduced a bill providing that when patented lands have been relinquished to the United States, and patents for any reason cannot be issued for lands selected in lieu thereof, the lands so relinquished shall be reconveyed to the persons relinquishing them Where the original tract has, in the meantime, been claimed by another party, the first settler will be allowed to complete his lieu selec-

Northwestern Bills and Petitions. Representative Moody today introduced a bill appropriating \$6,000 to pay the claims of the Clatsop Indians for lands

surrendered to the Government. Senator Foster today presented a petition asking for the opening of the south half of the Colville Indian reservation also a petition urging the location of the General Land Office for Alaska at Ju-

neau, instead of Sitka. The House committee today favorably

reported Representative Cushman's bilis authorizing the construction of a lighthouse at Battery Point, at Burrows Island, increasing the cost of the Brown's Point light and authorizing an additional building at the Robinson Point light. The

Representative Sulzer today introduced bill granting a right of way from Haines Mission to Porcupine, Copper City, St. Michaels and the end of Seward Peninsula, Alaska, to the Chilcat Rafiway Company, and giving them the same land grant as was bestowed on the transconti

Idaho Appointments.

The nomination of John F. Yost as Register of the Coeur d'Alene Land District, sent to the Senate today, will be held up

BETTER FOR SHIPS

Bar Pilot Service Will Be Improved.

Board of Commissioners Meets Cham. ber of Commerce and Agrees to Increase Number of Pilots as They Are Needed.

The question of pilot service at the mouth of the Columbia was discussed yesterday afternoon at a joint meeting of

falls to get the service the Portland ship-pers desire.

The Pilot Commissioners said the law

did not prescribe their duties with any degree of particularity; the law simply created the board and left it to do its work according to its best judgment. No accounting had been required from the pilots, who, in the absence of complaints of inefficient service, had been left to do their business as they chose. Since one or two accidents had happened lately, however, the Commissioners had come to the conclusion that the pilots should be re-quired to make an official report of all NO HURRY ABOUT IT NOW such occurrences, and of everything nec-essary to keep the commission informed of the state of the service. Some benefit

was expected from enforcement of this rule Harmony prevailed throughout the con-ference, and at the close a vote of thanks was tendered the Pilot Commission for its attendance and free discussion of the mat-ters at issue. The Commissioners expressed a desire to do anything practica-ble for the good of the shipping interests of the river.

ELECTIONS IN LUZON.

Indications That the Natives Are Ac-

MANILA, Feb. 4.-The returns so far

Inuboe Saki, east of Yokohama. She was one of the vessels of the Portland and Asiatic steamship line, and salled from the Columbia River January 10. She was a new vessel, of about 7000 tons' carrying capacity. The cargo consisted chiefly of flour, cotton and sheeting, valued at over \$300,000 On board the vessel, besides the officers and crew, were A. C. Abbs, a first-class

passenger, bound for Hong Kong, 8 Japanese for Kobe, and 39 Chinese for Hong Kong. The officers were as follows:

Captain-C. Froggatt.

Second officer-A, Torrible. First engineer-William Smith, Second engineer-Harold Clark. Third engineer-H. Mackay.

Physician-Victor W. Smith. The latter is a son of W. K. Smith, of this city, and is well known here. He is a

Portland. The news of the wreck was first received yesterday by the O. R. & N., which operates the Portland-Asiatic line of vessels. The cable dispatch bearing the information gave no details other than cited above. The news came from Yokohama, through the agent of the line at Hong Kong. It created no little stir in the city, and the exasperating meagerness of details caused some mariners to doubt by conjuring up inconsistencies in the report. It was reported that the vessel was ashore on the coast of Idzumi, which borders the inland sea, where Kobe and Osaka are situated, It was argued that this was 200 miles out of the course of the Knight Companion inasmuch as she was bound from Portland to Yokohama, and Idzumi is far west of that port. It was also argued that the vessel would not find weather rough enouga to cast her ashore on that coast, inasmuch as it borders an inland body of water. Captain Porter, of the steamship Indravelli, now in port, was of the opinion that the name "Idzumi" was confused with "Idzu." The latter is the name of a peninsula on the south coast of Japan, about 30 miles west of the course the vessel would take in entering the harbor of Yokohama. This was a plausible jecture, until it was learned that the ship was ashore on Point Inuboe Saki. When the vessel struck she was not more than 23 or 24 days out from Portland, and was therefore a litte overdue.

The Knight Companion has made three voyages to this port. She first arrived here last July, and sailed August 8, Sho sailed the second time November 6, and the third January 10. She had a net tonage of 2620. The steamship was a new steel vessel, having been built at Neweastle in 1900, by W. Dodson & Co. wners were Greenshields, Corvie & Co. Her length was 370 feet; breadth, 40 feet, and depth, 27.5 feet. The Knight Companion was the smallest of the Portland-Asiatic line of steamers. The other two, the Indravelli and Indrapura, twin ships, have a net register of 3152 tons, and a carrying capacity of 7500 tons. The Indracleared yesterday from Portland for Orient. The Indrapura is at Hong

(Concluded on Tenth Page.)

The Senate passed the judicial salary bill, The House continued the debate on the oleo Page 2.

Senator Elkins introduced a bill amending the interstate commerce law. Page 2. Foreign. England rejects Holland's offer of mediation.

Page 3.

The English remount scandal was aired in the House of Commons. Page 3. Domestic.

tion met at Helena. Page 3.

Pacific Coast.

on appropriation for Lower Colum Page 4.

is building Capitol annex. Page 5, Eastern Oregon miners charged with riot for inviting men regarded as "scabs" to move

Subscription already being made to fund to out debt on Willamette University. Marine.

steamship Knight Companion wrecked on Japan coset. Page 1. ritish ship Indravelli cleared for the Orient, Page 10.

Page 10. Portland Custom-House report for December. Many marine disasters on Atlantic coast,

Portland and Vicinity.

Oregon Pilot Commissioners promise better bar service. Page 1. Many candidates out for nominations, Page 12. out for Republican local

Washington Pilot Commission meets and does

bills carry no appropriations.

Navy-Yard Examinations.

Based on competitive examinations, the following appointments have been made at the Puget Sound Navy-yard: G. W. Trahey, master shipwright; Robert Stewart, master joiner; A. L. Crexton, master electrician; C. A. Douglass, foreman laborer; J. H. Warren, quarterman shipsmith: Thomas Raines, quarterman painter.

in committee until the arrival of protests | the trustees of the Chamber of Commerce,

Elkins' Interstate Commerce Bill.

ommerce law is going to cause wide discussion before it gets before Congress, in the open Senate. It is not satisfactory to either side. Elkins has attempted to draw the bill on the middle ground, giving the Interstate Commerce Commission mining rates and granting the railroads authority to enter into pooling arrangements. This latter feature is opposed by

While the provision for fixing rates will

The whole Alaskan affair, about which

The bills introduced by Senator Mitchell in the Senate and Representative Jones in the House, authorizing the construction of a railroad bridge across the Columbia River at Vancouver, were favorably reported today. That provision of the bill requiring the Secretary of War to complete the bridge if the railroad company fails to complete it in the specified time was cut out of both bills. These reports practically insure the early passage of

of mines, agricultural colleges and state universities today presented to the House committee on mining a mutually satisfactory amendment to the Grosvenor bill, providing that wherever any state has a parate school of mines, or where any land-grant state university has a department of mining, and is under the exclusive control of the Legislature of such state, one-half of the moneys approprisuch school of mines or state university, vall, the Oregon State University and Agricultural College would divide these appropriations, each receiving \$5000 the first year, and \$15,000 between them five years hence and afterwards. Representative Moody will probably make the report on the bill, but its chances for passage are

Mannville stockman, was sentenced to one day in jail and to pay a fine of \$50 and

the Idaho Senators not to send it in until of Commerce, and the State Board of Pi-the charges were considered, but evi-lot Commissioners. As a result of the dently overlooked the promise, Yost, if conference the Chamber of Commerce appointed, will succeed David H. Dud- trustees passed a formal motion requestthe mouth of the river, and the Pilot Board unofficially agreed to grant li-censes to competent applicants as there wants no chinese sailors

should be demand for increased service.

It was recognized by all that it would be a bad thing to grant ilcenses without yould result in inefficient service by reducing the sum available for each, until

Andrew Furnseth Before the Senate Immigration Committee. WASHINGTON, Feb. 4.-The Senat committee on immigration today hear further arguments on the subject of Chi iese exclusion, ex-Governor James H Budd, of California, appearing in behalf of the Mitchell-Kahn bill, which, he said, is simply a codification of the statutes it He said there is nothing radi

Andrew Furuseth, on behalf of the sea. men, spoke of the unreliability of Chinese sailors in time of emergencies on ship-board. He cited the collision between the City of Chester and the Oceanic in the Golden Gate. The former vessel, manned by American seamen, was sunk, but the Oceanic's Chinese crew rendered no as-sistance, having become terrorized, and it remained for some of the American seamen of the Chester to go to the Oceanman her boats and enter upon the work le man her boats and enter of case of the of rescue. He also cited the case of the United States transport Lennox, disabled in the Pacific, whose Chinese crew refused to man the boats to bring assistance.

The renomination of Charles D. War-

ner as Receiver of that office is not known

to be objectionable.

Mr. Furuseth, in gaswer to Mr. Penrose held that the ship subsidy bill, as it stand now, would not have a tendency to bring ore sallors aboard ships or to ameliorate that he had obtained information from an official in the Bureau of Navigation of the Navy that during the war with Spain we had only six properly manned war-

This led to considerable questioning, and Mr. Fairbanks wanted to know the name of the official who gave this information, but Mr. Furuseth could not recall it, saying, however, it could easily be ascer tained. Asked to name the warships he had referred to, he could recall but five, and mentioned the Oregon, Iowa, Texas, New York and Brooklyn. In response to juestions by Mr. Clay and Mr. Fairbanks, he said his remarks applied to skilled seamen, regardless of nationality. On one occasion, he said, he visited a Government ship at the Washington navy-yard, and out of 21 men aboard her only one was native American. After 15 years of care ful study, he said, it is his firm conviction that the United States lost her seamen because of the treatment she gave them and he concluded by saying it is not safto put the merchant marine of the Pacific

into the hands of Chinese.

President Gompers, speaking in behalf
of the Federation of Labor, said he desired to correct the impression that Chi-ness exclusion is desired solely by the Pacific Coast States. He said it is asked for by all the organized wage-earners, regardless of the section from which they

committee is to meet Friday next

Lakme Must Pay \$4500 Damages.

SEATTLE, Wash., Feb. 4.-In an opinion filed in the Federal Court today, Judge Hanford decides that the steam schooner Lakme shall pay to the owners of the ship Queen Elizabeth, the sum of \$4500 damages as the result of a collision which night of April 14, 1900, off Point-No-Point in Puget Sound. The court dismisses the counter-claim of the Lakme's owners, who were cross-libelants, alleging that the col-lision was the result of negligence on the part of the tug Tyee and her tow, the

Sentenced for Illegal Fencing.

CHEYENNE, Wyo., Feb. 4.-In the United States Court today Ad Spaugh, the costs in the case, for illegally fencing Government lands

ing an increase in the number of pilots at the better men would find more remuner

FARRELL, TALLANT AND FOARD:

Vice-President Lewis presided in the ab Vice-President Lewis presided in the ab-sence of President Mears. The other Chamber of Commerce trustees present were: W. B. Ayer, W. J. Burns, Adolphe Wolfe, Lewis Russell, W. S. Sibson and F. M. Warren. The navigation committee members present were George Taylor Jr., William D. Wheelwright and E. B. Pilot Commissioners Martin Williame. Foard and E W Tallant of Astoria, and tendance, and they were accompanied by Clerk Chudder, of Astoria.

recommendations arrived at last week, which have been published in full, formed the basis of the discussion. the general talk it came to light that the six Oregon pilots at the mouth of the river receive about \$5000 each in a year, and that the number of pilots has been increased in the past six years, though the amount of pilotage fees re-ceived has about doubled. There was enough pay in the business to draw competent men to it, when the sum divided was only half as great as it now is, and the navigation committee was of the opinion that the present number of pilots could be materially added to without in the least reducing the quality of the men in the service. The Pilot Commissioners did not deny this. They pointed out. however, that six years ago the state provided a schooner for the pilots, whereas now the pilots have to supply their own schooner. They also said no formal complaints had been presented to them of inefficient service, though they had read much in the newspapers and heard verbal complaint too incomplete and indefinite to take official cognizance of. They intimated that they were at all times willing to do anything practicable to improve the service at the mouth of the Columbia, and were glad of this op-portunity to confer with the Chamber of Commerce relative to the matter, much as the busy season had about passed, they saw no need for immediate radical action, but gave assurance that

in the proper time due consideration would be given the matter. It was deemed probable that, if th umber of pilots should be increased to meet fully the demands at the mouth of Columbia, another pilot schoone would be necessary, inasmuch as the present pilots might not be willing to let the new men have accommodations on the present schooner, which is owned by them, There was considerable discussion over the practicability of repairing the old state schooner San Jose, so as to make her seaworthy. The Commissioners said work at repairing the San Jose was already in progress, and that, if there should be need for it, the vessel might be ready for service in two days. Commission has something more than \$1200 available for repairs, and there appeared to be a willingness to spend this oney on the San Jose and make her an

efficient pilot-boat, The recommendation that there be superintendent of pilots, or port cap-tain, to supervise the pilot service, was finally abandoned as one that would no apply to present circumstances. There was no money at the disposal of the Pilot Board to pay such a functionary, and to have him appointed and paid by the pilots would result in too much dissatisfaction among the pilots and but little if any good to the service. The statement that this was the plan followed in San Francisco did not convince the Pilot Commis sioners that it would be practicable on the Columbia. They say the pilots now have a clerk, who assigns the pilots in their regular order, but this manifestly

...... from Idaho, Secretary Hitchcock promised the navigation committee of the Chamber received indicate the election in most cases of natives as Governors of provinces. Captain Harry B, Bandholz, of the Second Infantry, defeated Major Cornelius Gardner, of the Thirteenth Infantry, the present Governor of Tayabas Province. At Balanga, capital of Bataan, there are only 84 voters, but 89 votes were cast, and another election has been ordered. At a meeting of business men interested in ro-bacco and sugar to discuss the legislation desired by both industries, resolu-tions were adopted urging a reduction of 75 per cent in the duties.

THE FIGHT AT DAPDAP. Particulars of the Recent Engagement With Samar Bolomen.

VICTORIA, B. C., Feb. 4.-Manila papers eccived by the steamship Empress today have particulars of the recent attack by bolomen on a company of the Ninth Infantry, in Samar, which resulted in the death of seven of the 18 attacked, and the wounding of eight others, five seriously. The detachment from Company E was struggling through a thicket near Dapdap Pueblo, when a large band of bolomen rushed upon them, having been awaiting in ambush. The band of Americans were in ambush. surrounded by bolomen, and a bloody hand-to-hand combat ensued. The detach-ment clubbed their rifles, and, standing back to back, they swung them at the heads of the enemy. Several eventually managed to bring their rifles into play and the bolomen gradually fell away, leav-ing the small force of Americans with but four of them unwounded. The bolomen lost heavily. A detachment of native soldiers, attracted by the sound of the firing hurried to the scene, but arrived too late to take part in the combat. It is believed that it was the expected arrival of these reinforcements that caused the bolomer to retreat, and saved the entire detach-

President Exercises Clemency. WASHINGTON, Feb. 4.-The President has exercised elemency in the case of Lieutenant James P. Howell, Sixth Artillery, convicted in the Philippines of drunkenness on duty and sentenced to be dismissed. In view of certain extenuating circumstances, the President has set aside the sentence and ordered the offi-

ment from annihilation.

ser's restoration to duty.

SETTLED OUT OF COURT. Agreement in the Dowie-Stevenson

Suit for a Receivership.

CHICAGO, Feb. 4.-On the announce ment in court today by the counsel in the Dowie-Stevenson sult for a receivership of the Zion Lace Industries, that at agreement had been reached by the par-ties to the suit out of court, Judge Tuley dismissed the suit and announced that Elmer Washburn, whom he had named as receiver, would not be appointed. Attornevs for both sides refused to announce the basis of settlement, but it is supposed that the full amount claimed by Samue

Testimony in the Denver Case. WASHINGTON, Feb. 4.-The Interstate Commerce Commission today began hear-

Stevenson, about \$250,000, is close to the

ing testimony in what is known as the Denver case, involving the freight tariff m eastbound traffic from California to Denver over the lines running between Missouri River points and Pacific Coas via Denver. William Sproule, traffic man-ager of the Southern Pacific, contended that conditions were such that a higher ariff against Denver than against Missouri River points was fully justified.

WASHINGTON, Feb. 4.-Whitelaw Reid has invited Miss Alice Roosevelt to ac-company him to London as his guest when he goes to attend the coronation of King Edward. It is the present expectation of Miss Roosevelt to avail herself of this opportunity to see London, but if she does so she will have no status save that simply of a young American girl, and will not figure in the coronation ceremonies in

WRECKED IN STORM

Knight Companion Is Lost on Japan Coast.

PASSENGERS AND CREW SAVED

Sailed From Columbia River Janu ary 10, With \$300,000 Cargo-Only a Brief Announcement of Disaster Received.

The steamship Knight Companion is a wreck on the east coast of Japan. the passengers and crew are safe. The vessel went ashore in a storm on Point

First officer-C. Angus.

Fourth engineer-J. B. Birch. great favorite among the young men of

SUMMARY OF THE DAY'S NEWS

Republican Congressmen object to the Admin-istration's pressure in favor of Cuban con-cessions. Page 1. iansbrough, in the Senate, made a speech in defense of Judge Noyes. Page 2.

Peace negotiations must be conducted between Boers and British direct. Page 3. The Pacific Northwest Woolgrowers' Associa-

Nine firemen were killed at a St. Louis fire. Page 2. towboat at Pittsburg blew up, injuring all the crew. Page 2.

Pendleton refuses to join Lewiston in its fight lovernor McBride calls down contractor who

e is still troublesome in Columbia River.

Policeman Isakson ordered reinstated by the courts. Page 8.

Actor Neill raises a bellow about Elks' initia-tion. Page 12.