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**MENACE TO ORGANIZED LABOR**  
Miles Opposed to Locating Army Posts Near Great Cities.  
WASHINGTON, Feb. 4.—The Army Post Board, which has been in session in Washington intermittently since November 25 last, concluded its labors and adjourned this morning. The board was charged with the preparation of a scheme for the location and distribution of military posts, including the abandonment of existing posts which are now useless from a modern military point of view, and the planting of new posts at strategic points. It was also to locate the four great camps for the training of soldiers of the regular Army and their co-operative drill with the militia. These things have been done, and the board's report is now before Secretary Root, who will send it to Congress. The report has not yet been made public.  
Lieutenant-General Miles, the president 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 an intention to menace organized labor, and he has gone so far as to enter a formal protest with Secretary Root against such locations.  
**The Gain Opera Performance.**  
NEW YORK, Feb. 4.—After several days of fruitless conferences, the sub-committee charged with arranging for the gala opera night in this city, for Admiral Prince Henry of Prussia, has succeeded in overcoming the objections raised by a hotelkeeper at the Metropolitan opera-house, who refused to give up his holding in order that the Prince and his suite might occupy five adjoining boxes in the "horseshoe." The owner finally agreed to accept another box equally as good as his own. This was procured and the trouble is at an end.  
**\$2,000,000 for Track Elevation.**  
CHICAGO, Feb. 4.—The stockholders' election ordinance has been passed by the Council. It involves the elevation of the tracks of the Michigan Central, the Panhandle, Chicago Terminal, Chicago Junction and Grand Trunk from their main lines into the stockyards, and covers 30 miles of trackage, at an expenditure of \$2,000,000.

## OBJECT TO PRESSURE

### Congressmen Want Their Way in Cuban Matter.

## THEY CRITICISE THE PRESIDENT

### Differences of Opinion Among Republicans Aford Satisfaction to Democrats—Elkins Railroad Bill—The Noyes Case.

WASHINGTON, Feb. 4.—The pressure which the President is exerting upon members of the House to secure favorable action on Cuban concessions is causing a great deal of dissatisfaction among certain members, and some of them, representing districts where there are considerable sugar interests, have intimated that they will take occasion to criticize the Executive rather sharply. They point out that the President is somewhat inconsistent 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 necessary for public policy. The most interesting feature of this Cuban contention is the difference of opinion that exists in the Republican party and afford considerable satisfaction to the Democrats, who are watching the contest with interest.

### Elkins' Interstate Commerce Bill.

The Elkins bill to amend the interstate commerce law is going to cause wide discussion before it gets before Congress, and still greater talk when it is discussed in the upper Senate. It is not satisfactory to either side. Elkins has attempted to draw the bill on the middle ground, giving the Interstate Commerce Commission more authority in the matter of determining rates and granting the railroads authority to enter into pooling arrangements. This latter feature is opposed by the shippers.

### The Noyes Affair.

The whole Alaskan affair, about which 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 McKenna 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 Noyes, McKenna et al. In a nutshell, it resolves itself 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 recommendation 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 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 out of both bills. These reports practically insure the early passage of the measure.

### Funds for Mining Schools.

Representatives of the several schools 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 separate 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 appropriated by this bill shall each year be paid to such school of mines or state university, the other half to go to the state agricultural college. Should this amendment prevail, the Oregon State University and Agricultural College would divide these appropriations, each receiving \$5000 the first year, and \$15,000 between five years hence and afterwards. Representative Moody will probably make the report on the bill, but its chances for passage are very 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 their 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 selection.

### Northwestern Bills and Petitions.

Representative Moody today introduced a bill appropriating \$50,000 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 Juneau, instead of Sitka. The House committee today favorably

## BETTER FOR SHIPS

### Bar Pilot Service Will Be Improved.

## NO HURRY ABOUT IT NOW

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

### 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, quartermaster shipmaster; Thomas Raines, quartermaster painter.

### 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 in committee until the arrival of protests

## WRECKED IN STORM

### Knight Companion Is Lost on Japan Coast.

## PASSENGERS AND CREW SAVED

### Sailed From Columbia River January 10, With \$300,000 Cargo—Only a Brief Announcement of Disaster Received.

### ELECTIONS IN LUZON.

Indications That the Natives Are Acquiring Western Methods.  
MANILA, Feb. 4.—The returns so far

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. In 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 tobacco and sugar to discuss the legislation desired by both industries, resolutions 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 received 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 ambushed them. The bolomen were surrounded by bolomen, and a bloody hand-to-hand combat ensued. The detachment 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, leaving the small force of Americans with but four of them unscathed. 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 bolomen to retreat, and saved the entire detachment from annihilation.

### President Exercises Clemency.

WASHINGTON, Feb. 4.—The President has exercised clemency 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 officer's restoration to duty.

### SETTLED OUT OF COURT.

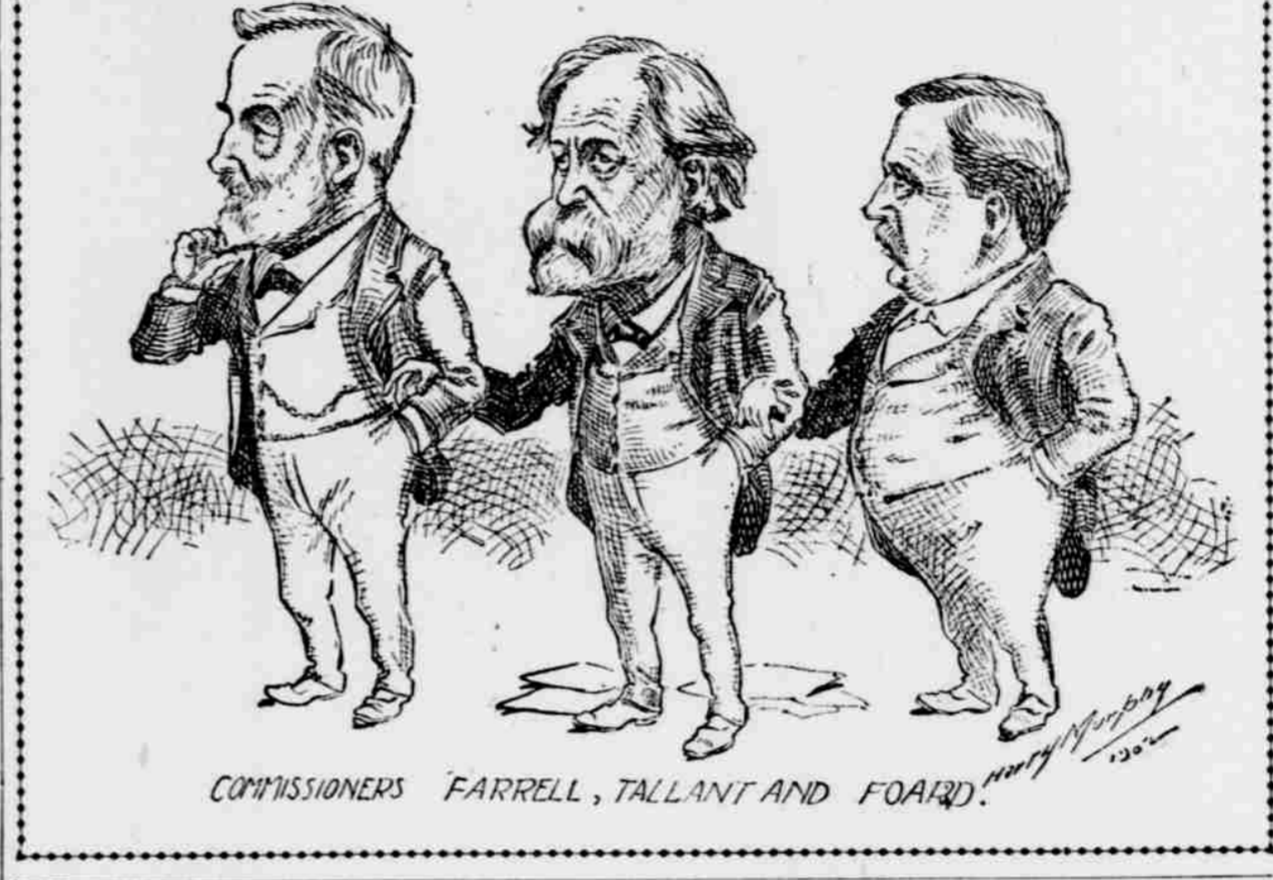
Agreement in the Dowie-Stevenson Suit for a Receivership.  
CHICAGO, Feb. 4.—On the announcement in court today by the counsel in the Dowie-Stevenson suit for a receivership of the Zion Lumber Industries, that an agreement had been reached by the parties to the suit out of court, Judge Tuhey dismissed the suit and announced that Elmer Washburn, whom he had named as receiver, would not be appointed. Attorneys for both sides refused to announce the basis of settlement, but it is supposed that the full amount claimed by Samuel Stevenson, about \$20,000, is close to the amount agreed upon.

### Testimony in the Denver Case.

WASHINGTON, Feb. 4.—The Interstate Commerce Commission today began hearing testimony in what is known as the Denver case, involving the freight tariff on eastbound traffic from California to Denver over the lines running between Missouri River points and Pacific Coast via Denver. William Sproule, trustee manager of the Southern Pacific, contended that conditions were such that a higher tariff against Denver than against the Missouri River points was fully justified.

### Miss Roosevelt May Go to London.

WASHINGTON, Feb. 4.—Whitelaw Reid has invited Miss Alice Roosevelt to accompany 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 any manner.



### WANTS NO CHINESE SAILORS

Andrew Furuseth Before the Senate Immigration Committee.  
WASHINGTON, Feb. 4.—The Senate committee on immigration today heard further arguments on the subject of Chinese exclusion, ex-Governor James H. Hoad, of California, appearing in behalf of the Chinese, and Mr. Furuseth, of the American seamen of the Chester to go to the Oceanic man her boats and enter upon the work 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.

### Lake 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 took place between the two vessels on the 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-defendants, alleging that the collision was the result of negligence on the part of the tug Tyee and her tow, the Elizabeth.

### Sentenced for Illegal Fencing.

CHEYENNE, Wyo., Feb. 4.—In the United States Court today Ad Snaugh, the Manitville stockman, was sentenced to one day in jail and to pay a fine of \$50 and costs in the case, for illegally fencing Government lands.

The steamship Knight Companion is a wreck on the east coast of Japan. All the passengers and crew are safe. The vessel went ashore in a storm on Point Inuboe Saki, east of Yokohama. She was one of the vessels of the Portland and Asiatic steamship line, and sailed from the Columbia River January 10. She was a new vessel, of about 700 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 28 Chinese for Hong Kong. The officers were as follows: Captain—C. Froggatt. First officer—C. Angus. Second officer—A. Torrible. First engineer—William Smith. Second engineer—Harold Clark. Third engineer—H. Mackay. Fourth engineer—J. B. Birch. Physician—Victor W. Smith.

The latter is a son of W. K. Smith, of this city, and is well known here. He is a great favorite among the young men of 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 enough to cast her ashore on that coast, inasmuch as it borders an inland body of water. Captain Porter, of the steamship Indravell, 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 70 miles west of the course the vessel would take in entering the harbor of Yokohama. This was a plausible conjecture, 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 little overdue.

The Knight Companion has made three voyages to this port. She first arrived here last July and sailed August 8. She sailed the second time November 8, and the third January 10. She had a net tonnage of 2520. The steamship was a new steel vessel, having been built at Newcastle in 1899, by W. Dodson & Co. Her owners were Green Shields, Corvie & Co. Her length was 330 feet; breadth, 40 feet, and depth, 37.5 feet. The Knight Companion was the smallest of the Portland-Asiatic line of steamers. The other two, the Indravell and Indraputra, twin ships, have a net register of 3125 tons, and a carrying capacity of 5000 tons. The Indravell cleared yesterday from Portland for the Orient. The Indraputra is at Hong Kong.

(Continued on Tenth Page.)

## SUMMARY OF THE DAY'S NEWS

- Congress.**  
Republican Congressmen object to the Administration's pressure in favor of Cuban concessions. Page 1.  
Hansbrough, in the Senate, made a speech in defense of Judge Noyes. Page 2.  
The Senate passed the judicial salary bill. Page 2.  
The House continued the debate on the oleo bill. Page 2.  
Senator Elkins introduced a bill amending the interstate commerce law. Page 2.
- Foreign.**  
England rejects Holland's offer of mediation. Page 3.  
Peace negotiations must be conducted between Boers and British direct. Page 3.  
The English remonstrance was aired in the House of Commons. Page 2.
- Domestic.**  
The Pacific Northwest Woolgrowers' Association met at Helena. Page 2.  
Nine firemen were killed at a St. Louis fire. Page 2.  
A towboat at Pittsburg blew up, injuring all the crew. Page 2.
- Pacific Coast.**  
Pendleton refuses to join Lewiston in its fight on appropriation for Lower Columbia. Page 4.  
Governor McBride calls down contractor who is building Capitol annex. Page 5.  
Eastern Oregon miners charged with plot for uniting men regarded as "scabs" to move on. Page 4.  
Subscription already being made to fund to wipe out debt on Willamette University. Page 4.
- Marine.**  
Steamship Knight Companion wrecked on Japan coast. Page 1.  
British ship Indravell cleared for the Orient. Page 1.  
Ice is still troublesome in Columbia River. Page 10.  
Portland Custom-House report for December. Page 10.  
Many marine disasters on Atlantic coast. Page 10.
- Portland and Vicinity.**  
Oregon Pilot Commissioners propose better bar service. Page 1.  
Many candidates out for Republican local nominations. Page 12.  
Policeman Jackson ordered reinstated by the courts. Page 8.  
Actor Nell raised a bellow about Elks' initiation. Page 12.  
Washington Pilot Commission meets and does nothing. Page 10.