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THE AEOLIAN COMPANY
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Receiver for a Trust Company.
CHICAGO, Feb. 27.—The Surety Guaranty & Trust Company a concern with an alleged capital of \$1,000,000, went into the hands of a receiver today as a result of bankruptcy proceedings instituted before Judge Kohlsaat, of the United States District Court. Assets amounting to \$100 were found in the company's offices, and receiver Wells M. Cook gave a bond to cover that amount. The petition to have the company declared bankrupt was filed on behalf of prominent residents of Des Moines, Ia.
Silk Manufacture in America.
WASHINGTON, Feb. 27.—The Census Bureau today announced its preliminary summary of statistics of silk manufacture in the United States in 1900. It shows for the country as a whole 438 establishments engaged in the industry, with a capital of \$21,982,201, and an average of \$49,416 wage-earners, drawing total wages of \$20,952,194. The cost of the materials used in the industry was \$62,404,666, and the total value of products was \$107,256,283.
Cuban Customs Revenues.
WASHINGTON, Feb. 27.—The division of insular affairs of the War Department gave out for publication today a statement showing that customs revenues in Cuba for the calendar year 1901 were \$5,636,388 as compared with \$16,009,522 for 1900 and \$14,884,774 for 1902.

NEHELEM ROAD
Building May Begin in Sixty Days.
TWO OFFERS FOR BONDS
Company Ready to Close Financial Arrangements.

TO DEVELOP RICH TERRITORY
Connections With Other Railways Out of Portland Not Satisfactory, and Independent Route Has Been Selected.
Two bidders stand ready to take \$1,584,000 of first mortgage bonds of the Portland, Nehalem & Tillamook Railway Company for the construction of 88 miles of railroad. The company has appointed an executive committee to take charge of the final act of closing the financial arrangements and to attend to the construction and operation of the road. It is expected that actual construction work will be commenced within 60 days. It will be an independent railroad entering the terminal yards in Portland over its own tracks.

According to the first annual report of President John McCracken, of the Portland, Nehalem & Tillamook Railway Company, actual construction of that road will probably be commenced within the coming 60 days.
Not all the details of the negotiations were revealed, for they are not yet entirely concluded, but enough of the particulars were given to justify the company in making arrangements for building the railroad, and a permanent executive committee has been chosen for that purpose.
This committee already has two bids for the bonds of the corporation, one offering 71 cents and the other 91 cents on the dollar. Each stipulates that the stock of the company shall go with the bonds. The bids are for \$18,000 per mile for 88 miles, a total of \$1,584,000. One of the bidders stands ready to enter at once upon construction of the road itself, the other bidder might let the job to contractors. At any rate, there seems no doubt that the road will be built this year. Another important thing is that the line will start from Portland and it will be independent. It will reach the Terminal grounds in this city over its own tracks.

ALL this information developed at the annual meeting of the stockholders Wednesday, and the meeting of the directors and of the executive committee yesterday at the office of the company in the Worcester building. The report made to the stockholders by President McCracken was surprising favorable. It recited the efforts of the company to get connection with other railroad lines entering Portland, the failure to get satisfactory terms, the further examination of the country to be traversed and the selection of a practicable independent route, and announced that negotiations for capital had so far progressed that construction work would probably be commenced within 60 days. The report was accepted, and the suggestion made therein that a committee be appointed to have charge of selling stock and bonds, and the construction, operation, equipment and management of the railway was adopted. A resolution of thanks to Secretary William Reid was passed. The following seven men were chosen directors of the company for the coming year: H. L. Pitcock, John McCracken, George T. Myers, H. C. Pitcock, William Fiedler, H. S. Rowe, C. F. Pearson and John Stewart.
These directors met at 11 o'clock yesterday morning and elected officers as follows:
President—Colonel John McCracken.
Vice-president—George T. Myers.
Secretary—William Fiedler.
As members of the executive committee President McCracken, H. L. Pitcock and George T. Myers were chosen, their duty being to make all necessary financial arrangements and see to the construction and operation of the road. Secretary Reid, of the board of directors, was made secretary and attorney of the executive committee also. The board adjourned until 11 A. M. Saturday.
At a meeting of the executive committee held immediately after adjournment of the board of directors, President McCracken and Secretary Reid made a statement to the other members of the committee as to details of the negotiations. The first mortgage bonds, which it is proposed to issue, will bear 7 per cent interest and will be due in 20 years. They are deemed first-class securities because of the moderate sum in which they will be issued, and the fact that the lumber and coal traffic that may be said to be already in sight will pay operating expenses of more, leaving the miscellaneous traffic to pay interest and profits.

Report of the President.
Following is the full report of President McCracken as submitted to the board:
Portland, Feb. 25.—Gentlemen: It was deemed best, when we met together a year ago, that, in order to save the costly construction of a half-mile tunnel, and also 10 miles of extra roadway to Portland, we should utilize the present lines of the Northern and Southern Pacific Companies at points 10 miles outside this city and connect with them. Negotiations had previously been made to secure outside capital, believing we could in this way best serve the interests of Portland. Long-pending negotiations were had both with the Southern and Northern Pacific lines, to carry out the objects in view. Thinking that the "community of interests" between the three transcontinental companies would thus give Portland greater facilities and increased markets for local produce shipped from our railway to points over

GOES TO SEATTLE
Transport Seward to Be Repaired on Puget Sound.
NO SHOW FOR LOCAL BUILDERS
After Lying in Port for Four Months, War Department Finds Out Boat Is in Urgent Need of Tinkering.
VANCOUVER, Wash, Feb. 27.—Colonel J. W. Jacobs, Chief Quartermaster of the Department of the Columbia, was seen at

his home at Vancouver Barracks today and was asked concerning the truth of the report that the United States transport Seward, now lying in Portland harbor, had been ordered to Seattle for repairs. Colonel Jacobs confirmed the report, but declined to give any reason why such an order had been issued or why the repairs contemplated were not ordered to be made at Portland, saying: "All I know about the matter is this, I received orders from the department to send the vessel to Seattle for repairs, and I am getting her in readiness to carry out those orders. The transport has been moved alongside the Alaska dock, and as soon as a crew can be enlisted, which will probably require about a week's time, she will be made to sail.
"The repairs at first contemplated putting in new boilers and a general overhauling of the ship's machinery, but it has been decided to postpone putting in the boilers until a future time and to make only such repairs at this time as are absolutely necessary to make the vessel seaworthy. The vessel will be caulked and painted, and some minor repairs made to the machinery. I expect to get the repairs made and the ship ready for service by April 1. I am not at liberty to state what the cost of these repairs will be, and at this time cannot say who is to do the work."

WILL GO ON HOME RUN.
After Repairs Seward Will Be Used for Alaska Service.
SEATTLE, Wash, Feb. 27.—The Government has ordered the United States transport Seward, which has been at Portland since her return from Nome, with the close of navigation last Fall, to come ashore here for repairs. The extent of the repairs necessary is not known. Captain Penrose, of the Quartermaster's Department, has instructions to ascertain that upon the vessel's arrival here, probably next week, No award of contract has been made. From another source it was learned tonight that the Government has been making inquiries as to the cost of new boilers for the Seward.
In any event, whatever is needed in the way of repairs and betterment the Government has decided to have done in Seattle, where the Seward was constructed, and possibly by her builders.
Though no detail has been given, the supposition is that the Seward is to be again placed in the Nome service the coming season. The Government has operated her there ever since placing her in commission, and usually as a dispatch-boat for General Randall.

The above announcement is a great disappointment to Portland shipbuilders. They expected that they would be given a chance in the contracts for repairs. They take the action of the Government as further evidence of discrimination in the transport business against Portland. The Chamber of Commerce yesterday wired Senator Mitchell to use his influence toward having the vessel repaired here.
The Seward has been tied up in this port since last Autumn. Shipbuilders say positively that she could be put into the best of shape here. The fact that she has lain at Portland all Winter and the Government has done nothing toward permitting Portland shipbuilders to compete for contracts for repairing here they take as an invidious reflection on this port.
Several months ago the local Quartermaster was directed to make a survey of the vessel and to report what repairs were needed. He did so, but the report was never made public, so that it is not known precisely what repairs are necessary. That they are not very extensive is indicated by the intention of the Government to have the Seward ready for service in a month-by April 1. It is believed that

NEGOTIATIONS WITH RAILROADS.
Gratified at the seeming popularity among financiers with which your company's bonds are received, when covering a direct line into Portland free of any track over other lines, the president of Portland, who formerly held the road reaches the Terminal grounds and connects with and has competition for the freight of its producers with four transcontinental lines and local capitalists cannot build, own and control it perpetually themselves. It matters little whether the Southern, Northern, Union, Great Northern or O. R. & N. Co., or any unknown syndicate, controls its operations. We will therefore have accomplished that for which we created this railway company—a direct railway connecting at Portland with all lines here. Still, we felt that if the transcontinental community-of-interests did not have an opportunity from us of acquiring our railway before we turned the scheme over to outside capitalists to complete, they might challenge us

PRESIDENT IGNORES IT.
Pays No Attention to Lieutenant-Governor Tillman's Letter.
WASHINGTON, Feb. 27.—The action of Lieutenant-Governor Tillman, of South Carolina, in withdrawing the invitation to President Roosevelt to present a sword to a South Carolina officer for volunteer service in the Spanish-American War, has caused comment as to whether President Roosevelt will visit the White House in opposition, as he had intended to do. Today a number of telegrams on the subject were received at the White House from South Carolina and other states. It can be stated that the president will not visit the White House and that no attention whatever has been paid to it. The statement was made at the White House tonight that the President has not abandoned his proposed trip to Charleston.
WILL NOT Affect the Programme.
CHARLESTON, S. C., Feb. 27.—In response to an inquiry as to what action the exposition board would take in regard to Lieutenant-Governor Tillman's telegram to President Roosevelt regarding the proposition of a sword to Major Jenkins, Captain F. W. Foster, president of the exposition company, said tonight:
"None of the exposition officials has any connection with Colonel Tillman's action, and all look forward with pleasure to the proposed visit of President Roosevelt."

OVATIONS TO SCHLEY AND HOBSON.
Guests of Daughters of Revolution at Charleston Exposition.
CHARLESTON, S. C., Feb. 27.—This was a great day for the Daughters of the American Revolution at the exposition. Overwhelming plaudits greeted Admiral Schley and Captain Hobson, the chief speakers at the Auditorium. Both naval heroes are the special guests of the D. A. R.
The services at the Auditorium were long and inspiring, the main features being the address of Mrs. Charles W. Fairbanks, president-general of the organization, on the Inspiration of Revolutionary Memorial, and the special address of Admiral Schley and Captain Hobson.
The applause knew no bounds when the hero of Santiago rose to speak. His address was a brief but graceful tribute to the D. A. R., and those "sweet grandmothers and mothers who lived in the times of plainer living and higher thinking." Historic Charleston and its exposition were warmly praised.
Captain Hobson's theme was "The Ever Victorious Navy," and the applause of the listening thousands was as prolonged as that which greeted Admiral Schley. This was especially so when he referred to the Admiral's service at Santiago as "but the crowning incident in his splendid career in the American Navy." He said the character of the Navy was typified in Dewey in the East and Sampson and Schley in the West, when they set a new standard for naval warfare in effect, the total destruction of the enemy's fleet without any loss to their own.
Tomorrow Admiral Schley and Captain Hobson will visit the Expositions at Summerville, and Saturday they will take an excursion to Port Sumner and to the naval station.

O'DONOVAN ROSSA ILL.
Death From Blood Poisoning May Occur Any Day.
COLORADO SPRINGS, Colo., Feb. 27.—O'Donovan Rossa, the noted Irish agitator and Fenian, is critically ill of blood poisoning at St. Francis Hospital in this city, and death may occur any day. A week ago, while paring a corn or caloused his right foot, he cut deeper than he intended. The wound was slight, but neglect soon developed blood poisoning. For two or three days he has been delirious from fever. Gangrene finally set in. His condition last evening was so grave that he was removed to the hospital. Amputation of the leg was advised, but Rossa refused to consent. This morning several important bones were removed from his foot. Rossa is in a comatose state tonight, with high temperature and feeble circulation.

CONFERENCE ON TARIFF BILL
Paragraph Relating to Appeals to Be Corrected.
WASHINGTON, Feb. 27.—Secretary Root, Governor Taft, Senators and representatives Payne and Dalzell, Judge Magoon and Colonel Edwards, of the insular division of the War Department, had a conference this afternoon on the tariff bill which practically has been learned of the conference, which was held behind closed doors at the War Department, it appears to have related to the best method of correcting that paragraph of the present bill which practically provides that all appeals in the cases of United States goods imported into the Philippines shall be made to the United States Courts, the same as is done in the case of appeals involving imports into the United States.

WHERE THEY SLED LOGS.
Warm Weather Causes a Loss of \$10,000,000 in Minnesota.
DULUTH, Minn., Feb. 27.—A week of unusually warm weather has seriously affected the logging business in this section of the state, and hundreds of men have been laid off on account of the disappearance of snow and ice in the woods. Millions of feet of logs are cut and ready to haul, but must now be abandoned until next season. It is expected that the loss to the logging and lumber industry will not be less than \$10,000,000, and many of the smaller loggers will be bankrupted.

Condensed Dead Languages.
CHICAGO, Feb. 27.—Latin and Greek are taught in high schools of the country, came in for condemnation at the last day's session of the convention of the National Educational Association. The languages were branded as "baby Latin and Greek" and were described as a professed relic. The convention adjourned to meet again at New Orleans next year. J. M. Ford, Superintendent of Schools, Minneapolis, was elected president.
Borden Meets the Demand.
FALL RIVER, Mass., Feb. 27.—Notices were posted in the four cotton mills of the Fall River Iron Works today, announcing that on and after March 17 wages would be advanced 10 per cent. The works, which employ more than 3000 hands, are owned by M. C. Borden of New York, and are independent of the other mills, which have just decided to grant an increase slightly over 5 per cent. Borden's increase meets the schedule demanded of the other manufacturers by the labor unions.

WANT NEW SURVEY
No Appropriation for Portage Railway at The Dalles.
HARBOR COMMITTEE OBJECTS
Had Engineers Agreed Upon the Cost of a Canal, an Authorization Might Have Been Made for It.
WASHINGTON, Feb. 27.—The committee on rivers and harbors will not consent to insert a portage railway scheme in the bill for a temporary expedient at The Dalles. Some of the members were disposed to withdraw, but the impression prevails that the only improvement that can be made there is a canal. Had the engineers in the various reports agreed upon the cost of a canal, it is possible the authorization would have been made in this river and harbor bill, but the committee generally regards the estimate of Captain Harts as too liberal, and feels that he has not used the proper care in submitting his plan, and will therefore recommend a new survey with an appropriation for that purpose. The committee, having visited the site of the proposed canal, is practically making a liberal yet most all the members admit that the opening of the river is very essential. The committee will repeal the boat railway proposition that has been pending so long, but the balance of about \$300,000 now remaining will not be converted into the Treasury, but will be allowed to stand as an appropriation towards a canal. It is expected that when the bill passes through the Senate and conference this week, the committee will probably make this change, so that the initial appropriation will be matter of small consequence. Appropriations for continuing contracts are made each year by the sundry civil bill.

Amused at Ivey.
Officers of the Treasury Department are inclined to be amused rather than otherwise at the statement of Collector Ivey, and they think he has decided to go out of office in a blaze of glory. It is probable that any of the regulations he has made in conflict with treaties with Great Britain and arrangements of an amicable character which allow the British to transact business in Alaska will be revoked, as was the order regarding the exclusion of vessels. Of course, it is understood that if Ivey is to be retained as Collector he would not have sent any such telegram as the Treasury Department received from him and made public.

Favorable Report on Foster's Bill.
The commerce committee today ordered a favorable report on Foster's bill to establish a lighthouse and fog signal at Mukillee, near Everett; also his joint resolution changing the project of harbor improvements at Everett, the latter being recommended for immediate consideration.

Pennsylvania Town Burns.
PITTSBURG, Feb. 27.—Portersville, Butler county, a town of 600 inhabitants, burned today. The total loss was only \$25,000.

SUMMARY OF THE DAY'S NEWS.
Congress.
The river and harbor bill will provide for a new survey for a canal at the Dalles. Page 1.
Tillman and McLaughlin will be censured for their fight in the Senate. Page 2.
Secretary Hay was the orator at the McKinley memorial services at the Capitol. Page 3.
Prince Henry's Visit.
Prince Henry returned to Washington. Page 2.
At noon the Prince attended the McKinley services at the Capitol. Page 2.
Prince Henry visited Mount Vernon, and laid wreaths on Washington's tomb. Page 2.
Foreign.
Japan is quietly colonizing Korea. Page 2.
A Tokio editor says England made a mistake in giving up Wei Hai Wei. Page 3.
There is a hitch in the Spanish-American treaty negotiations. Page 3.
Domestic.
Secretary Shaw spoke on irrigation at the National Business League banquet. Page 3.
Several persons were hurt by the wrecking of a theatrical train in Delaware. Page 2.
A married man killed a dissolute woman and then himself at Pittsburg. Page 5.
Pacific Coast.
Commissioners report to Dominion Parliament against Chinese immigration to British Columbia. Page 4.
Remarkable California lynching trial at Alturas brought to a close by acquittal of James Brown. Page 4.
Three masked men enter a house at Ballard, Wash., and hold up 16 Japanese. Page 4.
A toria expects to have raised \$1200 for aid of captive Boer women and children in a few days. Page 4.
Marine.
Ships Agnes Oswald and Yendeo will lose good charters by failure to arrive on schedule. Page 12.
Bark Antelope has rough experience off Flatery. Page 10.
Indravelli makes fast run down the river. Page 10.

Work on Nehalem will probably begin in 90 days. Page 1.
United States Army transport Seward ordered to Seattle for repairs. Page 1.
Frank Sutherland is beaten and robbed by thugs on East Side. Page 12.
Dr. W. A. Wise is expelled from Oregon State Dental Society for independent stand on advertising. Page 7.
Board of Trade adopts plan to advertise state. Page 12.
Eastern Line interests fight industry in Oregon. Page 8.