could have the trackage asked into Portland, but not from Shattuck, and only from near Hillsboro, 20 to 21 miles from Portland; also, that an ironclad agreement must be signed whereby all our business in freights and pas-sengers, and of whatever other nature, should be exclusively caneigned to and over the Southern and Union Pacific lines, and none other. In explanation we were infrared by

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andsome Two-Light.... Combination Fixture \$4.75

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### THE PIANOLA-WHAT IT IS AND WHY IT IS.

It is an effective aid in plano-playing. It enables one to do at once what would take years of the hardest work to do in any other way.

It owes its existence to the fact that people like to play golf; they want to drive, dance go to ball games and thousands of other things, and still they want and will have music; but to be a successful planist requires time, lots of time. In fact, the successful planist has no time to do anything else. Parents, curiously enough, imagine that they can overcome this difficulty by making great planists of their children forgetting that they, too, might want to play golf, When these children grow up and become parents, they pass up this "great planist" business to their children and add to the ever-increasing scarcity of great planists.

THE AEOLIAN COMPANY

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

Receiver for a Trust Company. CHICAGO, Feb. 27.-The Surety Guar-anty & 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 \$1000 were found in the company's offices, and ceiver 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

Earnings of the Deutschebank. earnings of 20,410,437 marks in 1900.

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 \$81,662,201, and an average of 65,416 wage-earners, drawing total wages of \$20,982,194. The cost of the materials used in the industry was \$62,406,665, and the total value of products was \$107,256,258.

Cuban Customs Revenues.

WASHINGTON, Feb. 71.—The division of insular affairs of the War Department BERLIN, Feb. 37.-The dividend of the gave out for publication today a state Deutschebank this year is il per cent, the same as in 1900. The net carnings are given as 20,501,907 marks, as against net 656,388 as compared with \$15,000,922 for 1900 and \$14,894,374 for 1899

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.

\$1.584,000 of first mortgage bonds of the Portland, Nehalem & Tillamook Railway Company for the construction has appointed an executive committee to take charge of the final act of closing the financial arrangements and to tion of the road. It is expected that menced within 60 days. It will be an independent railroad, entering the terminal yards in Portland over its own

According to the first annual report of President John McCraken, 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 gotiations 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.

committee already has two bids for the bonds of the corporation, one offering 97 cents and the other 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 vesterday at the office of the company in the Worcester building. The report made to the stockholders by President Mc-Craken 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 construc. tion 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 construc, tion, 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: John McCraken, George T. Myers, H. L.

Pittock, William Fliedner, H. S. Rowe, C. F. Pearson and John Stewart. These directors met at 11 o'clock yester day morning and elected officers as fol-

lows:

President-Colonel John McCraken. Vice-president-George T. Myers. Secretary and attorney-William Reid.
As members of the executive committee

President McCraken, H. L. Pittock 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. Secre-tary 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 commit-tee held immediately after adjournment of the board of directors, President Mc. Craken and Secretary Reid made a state. ment to the other members of the com-mittee as to details of the negotiations, The first mortgage bonds, which it is proposed to issue, will bear 5 per cent in-terest, 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 or more, leaving the miscellaneous traffic to

pay interest and profits. Report of the President.

Following is the full report of President McCraken as submitted to the board: Portland, Feb. 25.—Gentlemen: It was deemed best, when we met together a year ago, that, best, when we met together a year ago, that, in order to save the coeffy construction of a haif-mile tunnel, and also 10 miles of extra railway into 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 oompanies would thus give Portland greater facilities and increased markets for local produce shipped from our railway to points over duce shipped from our railway to points over

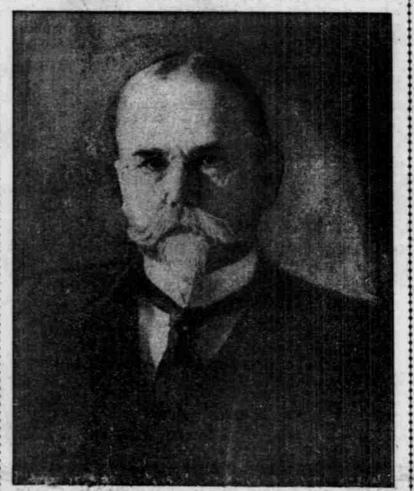
## **COES TO SEATTLE**

all of the Southern, Northern and O. R. & N. Co.'s lines, we obtained, after a long correspondence and personal interviews with President Hayes, and with his successor, Mr. Kruttschnitt, at San Francisco, the option of selecting two courses: First, a close traffic agreement with, or, second, trackage rights to run our trains over the Southern Pacific and the use of its terminals at Portland. We chose the second course and designated Shattuck, nine miles from Portland, as our proposed point of connection with its West Side line. After further delay, caused by consultation with the Southern Pacific Company's New York office, and with Traffic Director Stubbs, we were informed, on November II last, that we could have the trackage asked into Portland, but not from Shattuck, and only from near Transport Seward to Be Repaired on Puget Sound.

NO SHOW FOR LOCAL BUILDERS

Southern and Union Pacific lines, and none other. In explanation, we were informed by letter from the assistant to Prestdent Harriman that "the mere money contribution of rent for the use of our (their) tracks to Portland would not be any adequate incentive to such an agreement as you (P., N. & T.) seek, but close traffic relations, bringing to us all your business, would alone warrant or induce us to do what you ask." It was thus apparent that the purpose for which Portland created this railway company, namely, to secure to all shippers free and uninterrupted connection with all railways terminating at Portland, would be frustrated, and, as the progress of the Ne-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 be frustrated, and, as the progress of the Ne- Department of the Columbia, was seen at



SECRETARY OF STATE HAY EULOGIZES MEMORY OF WILLIAM

halem and Tillamoek countries would be re-tarded if Portland people became parties to any exclusive monopoly therein, it was deemed best last November to abandon all thought of using the tracks of any other raliway company to reach Nebalem or Tiliameok from Portland. A few of the directors, therefore, in conjunction with the secretary, during the last three Win-ter months, have been fully employed in ex-amination of surveys. The secretary has been examining the passes and mountains surrounding Portland in order to make another attempt to secure, if possible, a direct and economical route into the Union Depot Terminal grounds at North Portland, without using the half-mite tunnel route which we formerly had surveyed, or paralleling any other railway.

Discovered Good Route I am pleased to report that your company has been, so far, successful, having recently discovered a very practicable route through a new pass hitherto unexplored, not eight miles from this city, on a maximum descent of a 2 per cent grade, and without a tunnel or excessive problemities. In order to extend the content of cessive rock-cutting. In order to satisfy our selves of the practicability of this new route, in contrast to others, we re-invited from California that engineer and superintendent of rail-road construction who last Fall examined our line from Tillamook to Glencoe on foot, to examine in person, which he has recently done, these eight miles, and he reports it a thorough-ly practicable line, at reasonable cost, saving less than \$150,000 over our tunnel route, and he claims it is the best of the other local routes to Portland, which he also examined. Accordingly, renewed applications, with speci-fications of details of traffic, etc., of the direct line into Portland, have been transmitted to those various financiers who last Summer en-tertained our trackage connection bonds and at that time made special examination of the that time made special examination of the country and resources tributary to our lines. We have therein pointed out the particular advantages of the security of our new mortgage bond, proposed for \$18,000 per mile of railway direct into Portland, with terminals here, and we are gratified with the replies already received. Two of such financiers have since sent their separate representatives (now here) to negotiate with ms, as president, and the sec-retary as to the terms on which they can ac-quire our bonds and stocks, and while such negotiations are necessarily slow, on account of the frequent reference to their principals. there is every indication that they will be able to give your company obligations to commence construction within 80 days and contract for completion of our first 68 miles of railway in exchange for stock and proceeds of bonds to be delivered them only after each 10 miles of railway are completed, your directors equipping the road. I would, therefore, suggest that to an executive committee of three directors, with the president an ex-officio member, there he delegated full powers to make all contracts for the sale of the company's bonds, stock, conthe sale of the company's bonds, stock, con-struction, operation equipment and manage-ment of the railway to be built, until the rail-way reaches Nehalem or Tillamook Bay, and an all-rail connection from which is obtained into Portland, when your directors' functions will cease, and control and management be then turned over to the bondholders, or their assigns. I regret that Mr. Reid, our secretary, will not consent to become a director, so that we cannot hope for his vote as a member of the executive committee; nevertheless, he agrees to give us his railroad experience as permanent secretary of the company, and also as secretary to the executive committee. nent secretary of the company, and also retary to the executive committee, if the

Negotiations With Ballroads

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 trackage over other lines, it is not a question to Portland who (after this road reaches the Terminal grounds and connects with and has competition for the freight of its producers with four transcontinental lines) may become its eventual owners. Since our own local capitalists cannot build, own and control to perpetually themselves, it matters little etually themselves, it matters whether the Southern, Northern, Union, Great Northern or O. R. & N. Co., or any unknown syndicate, controls its operations. We will then have soccomplished 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-interest lines 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

(Concluded on Tenth Page.)

report that the United States tray 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 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

ting 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 calked 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

WILL GO ON NOME RUN.

After Repairs Seward Will Be Used

for Alaska Service. SEATTLE, Wash., Feb. 27 .- The Gov. ernment 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 this city for repairs. The extent of the repairs necessary is not known. Captain Penrose, of the Quartermaster's Depart ment, has instructions to ascertain 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 Gov-ernment has decided to have done in Seat-

tle, 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 op-erated her there ever since placing her in

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

port since last Autumn. Shipbuilders say positively that she could be put into the best of shape here. The fact that she has jain at Portland all Winter and the Government has done nothing toward per-mitting 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 neces-sary. That they are not very extensive is in a month-by April 1. It is believed that the labor unions.

the repairs needed are largely those to machinery and boilers, and that \$40,000 or \$50,000 will cover their cost.

PRESIDENT IGNORES IT.

WASHINGTON, Feb. Z.-The action of

Pays No Attention to Lieutenant-Governor Tillmau's Letter.

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 Charleston Exposition, 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 telegram of Lieutenant-Governor Tillman has been received at the White House and that no attents whatever has been paid to it. The state ment was made at the White House to night that the President has not aban-doned his proposed trip to Charleston.

Will Not Affect the Programme.

CHARLESTON, S. C., Feb. 27.-In re ponse 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 presentation of a sword to Major Jenkins. Captain F. Wager, president of the expo-

sition company, said tonight; "None of the exposition officials has any connection with Colone: 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 navai oes are the special guests of the D.

The services at the Auditorium were long and inspiring, the main features being the address of Mrs. Charles W. Fairbanks, president-general of the organiza-tion, on "The Inspiration of Revolution-ary Memories," and the speeches of Ad-

miral Schley and Captain Hobson.

The applause knew no bounds when the hero of Santiago rose to speak. His His address was a brief but graceful tribute to the D. A. R., and those "sweet grand-mothers and mothers who lived in the times of plainer living and higher think-ing." 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 splen-did career in the American Navy." He said the character of the Navy was typi-fied in Dewey in the East and Sampson and Schley in the West, when they set a new standard for naval warfare in effect. ing the total destruction of the enemy's fleet without any loss to their own. Tomorrow Admiral Schley and Captain Hobson will visit the Eagerdens at Sum-merville, and Saturday Coy, will take at excursion to Fort Sumter and to the

O'DONOVAN ROSSA ILL.

Death From Blood Poisoning May

Occur Any Day. COLORADO SPRINGS, Colo., Feb. 27,and Fenian, is critically ill of blood poisoning at St. Francis Hospital, in this city, and death may occur any day. A west ago, while paring a corn or calloused spot on 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 night 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 the Rossa is in a comutose state tonight. with high temperature and feeble circula-

Rossa recently came here from San Francisco as agent of the Cooper Center Mining Company, of Sonora, Mexico.

### CONFERENCE ON TARIFF BILL Paragraph Relating to Appeals to He Corrected.

WASHINGTON, Feb. M .- Secretary Root, Governor Taft, Senator Lodge, resentatives Payne and Dalzell, Judge Magoon and Colonel Edwards, of the in-sular division of the War Department, had a conference this afternoon on the Philippine tariff bill. From what could be 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 ell 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

WHERE THEY SLED LOGS.

Warm Weather Causes a Loss of \$10,000,000 in Minnesota.

DULUTH, Minn., Feb. 27 .- A week of warm, unseasonable 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 show 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 commission, and usually as a dispatch-boat for General Randall.

> CHICAGO, Feb. 27 .- Latin and Greek, as taught in high schools of the country, came in for condemnation at the last day's session of the convention of the depart ment of superintendents of the National Educational Association. The languages were branded as "baby Latin and Greek."

Condemned Dead Languages

and were described as a sanctified rolic. The critic was Stanley Holl, president of Clark University.

The convention adjourned to meet again at New Orleans next year, C. M. Jordan, Superintendent of Schools, Minneapolis, was elected president.

FALL RIVER, Mass., Feb. 27.-Notices

were posted in the four cotton mills of the Fall River Iron Works today, an-nouncing 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. D. Borden, of New York, and are independent of the known precisely what repairs are necesknown 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

Mr. Borden's increase meets the schedule
demanded of the other manufacturers by

### WANT NEW SURVEY

No Appropriation for Portage Railway at The Dailes.

HARBOR COMMITTEE OBJECTS

Had Engineers Agreed Upon the Cost of a Canal, an Authorization Might Have Been Made for It.

WASHINGTON, Feb. 27 .- The commitee 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 prevalls 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 mmittee 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 unanimous in saying the latest estimate is far too great, 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 \$200,000 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 boat railway balance will be made avail. able for the new survey and examination.

The committee is making a liberal aiowance for Oregon improvements generally, and claims that the amounts appropriated will be sufficient to insure the continuation of work for the next two years. It has been decided to make a slightly smaller allowance for the Columbia than was carried in the bill which suffered defeat in the last Congress, the committee taking the position that \$600,000 is more than can profitably be used in this time. If the House does not provide for a continuing contract at the mouth of the river, the Senate will probably make this change, so that the initial appropriation will be a matter of small consequence. Appropriations for continuing contracts are made each year by the sundry civil

Amused at Ivey.

Officers of the Treasury Department are nclined 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 may of the regulations ain 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 reseived from him and made public.

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

Pennsylvania Town Burus. PITTSBURG, Feb. 27 .- Portersville, Butler County, a town of 699 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. Pillman and McLaurin will be consured 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 McKiniey 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 Cores. Page 3. A Tokio editor says England made a migake in giving up Wei Hai Wei. Page 3. There is a hitch in the Spanish-American treaty negotiations. Page 3.

Domestic. scretary Shaw spoke on irrigation at the Na-tional Business League banquet. Page 3. Several persons were hurt by the wrecking of a theatrical train in Delaware. Page 2

then himself at Pittsburg. Page 5. Pacific Const. Commissioners report to Dominion Parliament against Chinese immigration to British Co-lumbia. Page 4.

married man killed a dissolute woman and

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. Astoria expects to have raised \$1200 for aid of captive Boer women and children in a few days. Page 4. Marine.

Ships Agnes Oswald and Vendee will lose good charters by failure to arrive today. Page 10. But two ships have been chartered for new-

crop loading. Pagé 10. Bark Antiope has rough experience off Flattery. Page 10.

Indravelli makes fast run down the river. Portland and Vicinity.

Work on Nehalem road will probably begin in 60 days. Page 1. United States Army transport Seward ordered to Seattle for repairs. Page 1.

Dr. W. A. Wise is expelled from Oregon State Dental Society for independent stand on advertising. Page 7.

Frank Sutherland is beaten and robbed by thugs on East Side. Page 12.

Board of Trade adopts plan to advertise state. Page 12.

Eastern linen interests fight industry in Oregon. Page 8