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BANK ROBBERS' BIG HAUL GETS OUT OF TROUBLE. Consolidated Lake Superior Caneels Dividend and Raises Loan.

ST. LOUIS, Dec. 12.—A special to the Globe-Democrat from Santa Fe, N. M., says: A report reached Santa Fe late this afternoon that the private bank of Hillsboro, Sierra County, was held up on Wednesday afternoon by robbers, who escaped with considerable booty, as but a short time before cattlemen had deposited some \$30,000.

The deed was done in broad daylight. The robbers made for the northern part of the county. After midnight three men were heard galloping at a furious rate through Fairview, a mining camp, and were headed for the Black Range. A Sheriff's posse is in pursuit. The bank is owned by Pennsylvania capitalists, and is doing a large business. Hillsboro is off the railroad line, the nearest point being Lake Valley, a number of miles to the north. There is no telegraphic communication.

BIG Store in Scranton Burned. SCRANTON, Pa., Dec. 12.—The large five-story structure occupied by L. L. Connell & Co., wholesale grocers, at 115 Franklin avenue, was destroyed by fire today. Four firemen were slightly injured. The loss is estimated at \$175,000, fully insured.

Spain Offers to Buy Warships. SPAIN, Dec. 12.—The Herald's Valparaiso correspondent says it is reported that Spain has offered to purchase the two new Chilean battle-ships and one cruiser, but the government has kept the offer, if there has been one, a secret.

TALK OF PAYING

That Has Taken Place of Fiery Words.

VENEZUELA MAKES APPEAL

Asks Uncle Sam to Mediate for Her.

BUT POWERS SAY IT'S TOO LATE

Lansdowne Says Venezuela Must Pay Debt and Retire From Revolution Business—Castro's Plan to Fund His Country's Debts.

The request of President Castro that Minister Bowen act as mediator between Great Britain and Germany is received with favor in Washington, but British and German officials think it comes too late. The allied powers are explaining how the Venezuelan ships happened to be sunk and try to explain it away. The plan of settling foreign claims on which Venezuela was negotiating before the blockade began is published in London. The allied fleets hold the ports, the Venezuelans continue to arm and fortify the cities, and there are rumors of an intended bombardment of La Guayra.

LONDON, Dec. 12.—Foreign Secretary Lansdowne was the principal guest at the annual banquet of the United Club, given tonight in London. In a speech of considerable length the Foreign Secretary touched upon the most prominent topics of the day. He said he did not believe that in any part of the world was Great Britain open to the charge of bearing inveterate animosity to any one, not even to Venezuela.

"If that republic," said Lord Lansdowne, "would assist upon committing outrages upon British subjects and upon their property, it should pay for the cost of the ships and the cost of the diplomatic representations made her in perfectly courteous language, there would be no need whatever of any quarrel.

"I might add," said the Foreign Secretary, "that Venezuela should be content to put herself on a moderate allowance in the matter of revolutions. In less than 70 years Venezuela has indulged in the luxury of 34 revolutions. Three revolutions in two years seem to be altogether unreasonable.

"I am glad to say that in Venezuelan waters at this moment German and British warships and sailors are acting side by side in enforcing the just demands of these two powers."

Continuing, Lord Lansdowne said that in Somaliland the Italian government was giving Great Britain invaluable facilities in the conduct of operations, and that he hoped soon to dispose of the difficulties created by the Mad Mullah in that part of the world.

Concerning Ireland, the Foreign Secretary said the condition of that country might be regarded today with less misgiving than at any time for many years past. Home rule had receded further into the background than at any time within his recollection.

VENEZUELA'S PLAN OF PAYMENT. Before Crisis Came Was Negotiating for Loan With Guarantee. LONDON, Dec. 12.—Senator Scheiborth, Venezuelan Consul here, tonight made the following important statement to a representative of the Associated Press:

"There being no longer any necessity of secrecy with regard to the methods adopted by Venezuela to effect a settlement of all the foreign claims against that country, the following facts can be published: 'About six months ago President Castro sent special envoys to different European cities, entrusted with a confidential mission having for its object to ascertain the state of feeling of the foreign creditors of the Venezuelan Republic and to try to arrive at a basis of agreement for the consolidation and unification of all of Venezuela's foreign debt, including the diplomatic claims. The envoy who came to London, was instructed to associate himself with me; the other envoys were engaged in connection with other claims against Venezuela, especially those of Spain, France and Italy. After considerable negotiations in London and on the Continent a suggested plan of settlement was arrived at.

"In brief the plan provided for the consolidation of all debts and claims into a unified loan not exceeding \$5,000,000, to be known as the Venezuelan unified 4 per cent loan of 1902, and to be guaranteed by the customs. If at any time the customs receipts proved insufficient to meet the interest, the government undertook to make good any deficiency out of other revenue.

"It was considered essential to learn the attitude of the United States. With final steps were being taken the crisis became acute.

"This plan by no means has been given up, but on account of Great Britain and Germany's actions all negotiations to this end are at present at a standstill. Unless matters go to further extremities in Venezuela, settlement upon such basis as the foregoing is still possible. The British and German creditors of Venezuela must eventually rely upon some financial arrangement as the only method of getting their money."

REQUEST FOR ARBITRATION. Little Hope That Allies Will Entertain Bowen's Proposal. WASHINGTON, Dec. 12.—A cablegram received at the State Department today from Minister Bowen at Caracas states

that the Venezuelan government has requested him to propose to Great Britain and Germany that the differences arising out of the claims for alleged damages and injuries to British and German subjects during the civil war be submitted to arbitration.

In conformity with the understanding already reached with the representatives of the British and German governments here, the proposition from President Castro will be fully laid before the governments, the State Department acting merely as a channel of communication. Not much hope is entertained of the favorable reception of the proposition, as it is felt that the difficulty has progressed too far for a settlement by the peaceful methods of arbitration.

The reprisals made by the Venezuelans for the destruction of their navy, in the arrest of British and German subjects, have developed the relations of the countries and they do not seem, although, technically, the principals prefer to designate it as something less. In doing so Great Britain and Germany are simply forcing the course taken during the war with China, when, notwithstanding the allied fleet captured Taku and destroyed a number of Chinese naval vessels, no declaration of war was forthcoming.

Up to noon no communications on the Venezuelan situation had been received at the State Department, either from the Berlin or London government. Secretary Hay went immediately to the Cabinet meeting after the receipt of Minister Bowen's cable. On his return the British and German Embassies were placed in possession of the news from Venezuela, and was cabled to Berlin and London. It is probable that replies will be received overnight and sent to Minister Bowen, who will inform the Venezuelan President. It is certain that the State Department is willing to go any reasonable length to settle the difficulty in any manner honorable and satisfactory to all. Therefore, Secretary Hay is reported to have advised Bowen's cablegram authorizing him, in his discretion, to use his good offices to secure arbitration. If one should follow, he would represent not the Government of the United States, but that of Venezuela, at its request.

It is realized here that the outcome is very doubtful, and the way is beset with difficulties. The claims against Venezuela were those only of Great Britain and Germany, and the adjustment might be easier, but France and Italy, the United States and perhaps other nations also have claims. It is not known what arrangement which Great Britain and Germany might force upon Venezuela which would deprive them of their right of reclamation.

If there is an attempt to possess the receipts of all the customs on the part of Great Britain and Germany, protests naturally might be expected to follow from France, which claims aggregating more than the combined claims of England and Germany, and Venezuela, it is understood, already has arranged for their payment on an installment plan out of Venezuelan customs receipts, an arrangement that might be disturbed by the British and German programme.

It is evident here now that the allies have been obliged to proceed against Venezuela far beyond the point their original programme had in view. The correspondence shows that there was not the least suggestion that Castro, by his resistance, would make it necessary for Great Britain and Germany to go beyond a peaceful settlement of the claims against Venezuela, and that the London and Berlin authorities were obliged to prepare a new programme for execution in case Mr. Bowen's efforts at arbitration fail.

BOMBARDMENT IS THREATENED. Foreign Residents of Puerto Cabello Flee to Warships. LONDON, Dec. 12.—A dispatch to the Daily Mail, from Willemstad, Curacao, dated December 12, says that the foreign residents of Puerto Cabello are taking refuge on board the German cruiser Vinga and British cruiser Eskdale, and that these vessels are threatening to bombard the port.

LEAVE IT TO UNITED STATES. France Thinks This Country Proper One to Mediate. PARIS, Dec. 12.—A foreign office official made the following statement today to the Associated Press:

"No exchange of views has occurred between the European powers concerning the Venezuelan situation, and no such exchange is intended, as it is definitely held that the affair is one in which the United States should be left free to take the initiative in mediation."

The official called out by the suggestion of the Temps that it was time for Europe to speak in the interest of universal peace. The official said: "The United States is the only power in a position to act as mediator."

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FOILED BY OCEAN

Attempt to Land Pacific Cable Failed.

HIGH TIDE AN OBSTACLE

Boats Cannot Haul It Ashore in the Surf.

ACCIDENTS MARRED THE DAY

Life-Saving Crew's Horses Stampede the Crowd and Injure a Child—Clarence Mackay Struck and Knocked Down by Hawser.

Two attempts to land the Pacific cable and splice it to the shore end, were made at San Francisco yesterday, but surf and high tide prevented. A team stampeded and injured a little girl in the crowd, and President Clarence Mackay, of the Pacific Commercial Cable Company, and several others were injured by an unruly hawser. Another attempt to splice the cable will be made on Sunday.

SAN FRANCISCO, Dec. 12.—An unsuccessful attempt was made today to lay the shore end of the Pacific cable. As a result, the big steamer Silvertown, with the cable in her hold, is not forcing her way through the waves of the Pacific tonight. She is still floating idly on the waters of San Francisco Bay, and aboard of her there is keen disappointment that adverse conditions made a failure of today's attempt to lay the first span of cable toward the new American possessions.

A strong unfavorable tide was the chief cause of the failure of the first step of the great undertaking, and minor casualties marked the efforts of the workmen at the shore end, one of the victims being no less a personage than Clarence H. Mackay, president of the Commercial Cable Company, but he was not seriously hurt.

The day was perfect in the matter of weather, and the occasion having been made the cause for a semi-holiday, fully 2,000 people gathered at the beach, one-half of them school children, to witness the beginning of cable-laying. The Silvertown got under way from her anchorage in the bay soon after daylight this morning, and she was at anchor off the beach before 9 o'clock. The surf was breaking heavily on the shore, but the seas were rapidly moderating. It was then decided to delay hauling the cable ashore until the water became somewhat smoother.

Life-Savers Help in Work. Clarence H. Mackay and his fellow-officers of the Pacific Commercial Cable Company had two large tents erected on the sand of the beach close to where the shore connection was to be made, and there they entertained their friends as they arrived.

It was nearly 11 o'clock before the life-saving crews from the South Side and the Baker's Beach stations appeared on the scene, with their surf boats ready to lend any assistance that might be needed in their communicating between the steamer and the shore. The crews of those two boats, along with the crews of

two boats launched from the steamer, carried a large rope from the Silvertown to a point just outside the line of breakers, and there they lay while one of the crew of one of the life-savers' boats signaled for the boat of the Golden Gate life-saving crew to come out through the surf and take the end of the rope to the land. The boat, drawn by the horses of the steamer, galloped down bravely into the surf, and the men of the crew climbed into their places. A favorable wave rolled well up on the shelving sand, and the boat was shot from its carriage into the water.

There was a cheer from the crowd as the men met the breakers, and that same cheer scared the horses. The team broke away from the driver, and it with the boat carriage dragging after it, plunged into the surf, and the men of the crew who had gathered on the beach, several of the children were knocked over in the wild scramble to get out of the way of the maddened horses. One little girl about 7 years of age, who said her name was Hutehings, was knocked over by the wheel of the rig, and her right leg was considerably bruised. She was carried into the tent, where retrenchments were being served to the special guests, and there a physician who was in the crowd attended to her injuries. The horses, as they dashed into the crowd of children, were caught by Joseph Wright, and, though he rolled over several times and barely escaped being trampled on by the animals, he clung to the bridle and succeeded in bringing them to a stop just as they were at the entrance to the tent in which the guests were assembled.

After several attempts the life-saving crews succeeded in getting ashore a hawser to which was attached the cable. A wait of 4 1/2 hours was had for even water before attempting to draw the cable ashore. The hawser belled down so that it was impossible to draw it ashore through the strong tide.

Clarence Mackay Injured. Just before the attempt was abandoned for the day a number of men took hold of the hawser for a final pull. The hawser flew up and struck Clarence Mackay on the chin, carrying him off his feet. George W. McNear, a prominent grain exporter of this city, was hit on the back of the head and rendered unconscious for a brief time. Frank Hotelling, of New York, was struck in the face, sustaining quite a cut. George Fraser, a photographer, was also hit in the face and his camera was broken.

Darkness coming on, the Silvertown returned to her anchorage in the bay. Another trial will be made Sunday morning.

SURF AND TIDE TOO STRONG. Shore Connection Will Be Made by Lighter on Monday. ON BOARD CABLE SHIP SILVERTOWN, SAN FRANCISCO, Dec. 12.—The Silvertown got under way at 5 o'clock this morning, passed out through the Golden Gate just at daylight, and anchored one mile off shore, opposite the city. The work was commenced at once, and the machinery for the playing out of the line was set in motion. Two boats put off from the ship with a line, which, with the aid of two tugs, was run, eventually, through the strong-running surf by the lifeboat and safely landed. The other end of this line, a 4 1/2-inch manilla rope, was spliced to the cable proper. Just after the line was taken ashore, at 11 o'clock, the tide turned, and it was decided to await the ebb.

About 2 o'clock the attempt was resumed and the signal given by wig-wag to the shore to "haul away." It took but a few minutes to convince the skipper and the cable engineers that to haul a mile of manilla rope weighing approximately five tons against a terrific current and a tide rip was quite impossible under the arrangements made on shore. Chief Engineer Bennett then signaled the shore to cast off the line and it was drawn back into the hold of the vessel. The cable proper was never in the water. The point where the cable was spliced to the rope reached the stern of the vessel and was all in readiness for the plunge when the signal to haul away was given. As there was insufficient power ashore to move the intervening mass of rope, the cable did not leave the ship. The vessel returned to the bay at 6:30 this evening and anchored in the roadstead.

Captain Morton said to the Associated Press representative that no further attempt would be made to land the cable direct from the ship, but that a section

AFRAID OF OIL

Standard Company May Leave Portland.

THREAT MADE TO COUNCIL

Claim They Are Being Discriminated Against.

STORAGE DISTRICT IS OPPOSED

Machinery Warehousemen Claim Construction of Another Oil Tank Would Increase Insurance Rates to a Prohibitive Point.

The oil district question assumed a new phase yesterday afternoon when George C. Flinders, special agent of the Standard Oil Company, declared to a meeting of the City Council street committee that if the storage tanks of the corporation were removed from the city the land and gas oil tanks would have to go out also.

The Standard Oil Company declares that if the city privilege is not granted Seattle will be made the distributing point, and \$100,000 a year will be taken away from Portland.

The warehousemen say that if the construction of another tank should be allowed 15 companies, doing a business of \$4,500,000 a year in the city and neighboring country, will have to leave the city. They want no great storage tanks south of the Portland Flouring Mills on the East Side, and the North Pacific Lumber Company's mills on the West Side.

Thirty interested property-owners and others faced the street committee, when the oil ordinance, which was introduced at the last meeting of the Council, was taken up for consideration yesterday afternoon. There were only five spokesmen for the Standard Oil Company, and they were: E. M. Brantley, of the Studebaker Company; Whitney E. Baker, of the Standard Oil Company; and R. M. Kelley, of the board of gas and electric utility companies, and Mr. Flinders and Stuart E. Linthicum for the promoters of the ordinance.

No one spoke until Chairman Remmel called for resolutions. Mr. Flinders stated that he had a petition which was signed by all the owners of the property adjacent to the oil district. In the list of signers were the Standard Oil Company, headed by Studebaker Bros., and others. The petitioners objected to oil tanks in the district, and they wished an ordinance passed limiting the storage of refined oil, gasoline and benzine at 300 gallons, and of crude oil at 10,000 gallons at any point south of the Portland Flouring Mills on the East Side, and the North Pacific Lumber Company's mills on the West Side. The petitioners should be stored, the oil should be declared a menace to property, or under the law it might be declared a nuisance that could be abated.

"The ordinance is a menace," said Brantley. "An explosion would expose the whole city to a conflagration, for the fire engines would, as in the past, have to protect the tanks and in the other words, the city would be a question as to the vested rights of the oil company, but the warehousemen also had their rights, and the interests of the latter were at present and would be in the future, of more value to the city than those of the former. The idea that crude oil was not explosive was absurd. It should not be allowed in great quantities at any point south of the flouring mills. The main tanks could easily be located down the stream, and if the oil, by an explosion, should reach the river, it would be out of the reach of shipping. Powder magazines were once located in and near the city. Their owners had vested rights just the same as the Standard Oil Company, but they had been ordered to remove and they did so.

Could See No Objections. Mr. Linthicum spoke in favor of the ordinance, which provided that not more than 300 gallons of oil, except fuel oil, should be stored in quantities at any point in the city. He said that he had no objection whatever to the ordinance. As to the explosion in a steamer loaded with crude oil in San Francisco harbor, he said that some of the oil had been discharged in the cleaning of the vessel and a woman had carelessly thrown a cigarette into it. That started the fire. "The ordinance is a menace," said Brantley. "Thirteen houses doing a business of \$1,500,000 a year are affected by it, and it will keep out other firms and companies. What is to be done?"

"That is for you to determine," said R. M. Kelley, of the board of underwriters. "I have no doubt but that the rates will be increased. Storage tanks are not now charged against Portland, but if they should be, the result will be the rearing of the entire city. A general agent from San Francisco told me this morning that if this ordinance was passed he would not write on river-front or neighboring property."

"Did he speak of fuel oil?" asked Councilman Zimmerman. "He did not." "Well, 3,000,000 gallons are stored at Port Occata and there has been no increase in the rate there."

"We have 100 barrels stored at Port Occata," said George C. Flinders, special agent of the Standard Oil Company. "By the way," to Kelley, "the district in San Francisco takes in all the railroads and warehouses."

"It takes in the railroads, but not the warehouses," said Kelley. "The companies have no objection to the district as long as it is down the current."

"If the plant should burn," said Flinders, turning abruptly to the committee, "not one drop of oil would touch the ground, much less the river. There is no danger at all where the street is filled or fender away. If you should put us out of town what will you do with the gas company, which carries 250,000 gallons of oil explosive at 100 degrees? Will you shut out the Southern Pacific and the Northern Pacific trunks and the China steamer which will soon burn the city?"

"Not if you locate your plant down the river," said Brantley. "We cannot go down the river," said

(Concluded on Page 11.)

NEW MINISTER TO JAPAN



LLOYD GRISCOM, JR., NOW MINISTER TO PERSIA.