

## JAS. E. PEPPER

The oldest AMERICAN WHISKY and the most popular amongst connoisseurs.

### ROTHCHILD BROTHERS

SOLE AGENTS. OREGON

#### MORE CAMERA BARGAINS

TO CLOSE OUT BEFORE WE MOVE

We are offering bargains in all the best lines—  
PREMO, POCO, CENTURY, IMPERIAL.  
Double Extension Compact Montauk Camera 4x5, reg. \$32, close \$16.50  
Double Extension Compact Montauk Camera 5x7, reg. \$42, close \$24.00  
Poco C. Camera 4x5, regular \$15.00, close \$7.50

Wholesale and Importing Druggists  
**Blumauer-Frank Drug Co.**

## EQUITABLE LIFE

"Strongest in the World."

PRELIMINARY STATEMENT JAN. 1, 1903.  
Outstanding Assurance.....\$1,290,000,000  
Income.....68,000,000  
New Assurance.....275,000,000  
Assets.....360,000,000  
Assurance Fund and All Other Liabilities.....285,000,000  
Surplus.....75,000,000

The largest increase ever made in a year in the history of the society.

L. SAMUEL, Manager, 306 Oregonian Bldg., Portland, Oregon

### DR. FOWLER'S

## MEAT and MALT

MAKES MUSCLE

"There's Life and Strength in Every Drop"

A BEVERAGE OR A MEDICINE

For Sale by All Druggists.  
BLUMAUER & HOCH, Sole Distributors, Wholesale Liquor and Cigar Dealers

PHIL BETSCHAN, Pres. C. W. KNOWLES, Mgr.

## Imperial Hotel Co.

REVERTS AND WASHINGTON STREETS, PORTLAND, OREGON  
CHANGE OF MANAGEMENT.

European Plan: \$1.00, \$1.50, \$2.00 per Day

### ...THE... NEW YEAR

And a New Carpet are sure to form a very happy and harmonious combination : :

EXCLUSIVE CARPET HOUSE  
**J. G. Mack & Co.**  
86-88 THIRD STREET,  
Opposite Chamber of Commerce.

## THE PORTLAND

PORTLAND, OREGON

American Plan \$3.00 Per Day and upward.

COST ONE MILLION DOLLARS.

HEADQUARTERS FOR TOURISTS AND COMMERCIAL TRAVELERS

Special rates made to families and single gentlemen. The management will be pleased at all times to show rooms and give prices. A modern Turkish bath establishment in the hotel. H. C. BOWERS, Mgr.

### CLARK MAY COME IN MAY

Probably He Will Accompany Roosevelt on Visit to Oregon.

### OREGONIAN NEWS BUREAU, Wash- ington, Jan. 6.

It is quite probable that Admiral Clark, who commanded the battleship Oregon at Santiago, may accompany President Roosevelt on his trip through Oregon next Spring, although definite plans have not been arranged. It is the present intention of the President to visit Oregon sometime in May and the suggestion has been made that during his visit to the State the sword presentation to the Admiral should take place.

It is said at the White House that if Admiral Clark desires to accompany the President on this occasion, he will be gladly welcomed by Mr. Roosevelt. The possibility of an extra session, however, makes it impossible for the President to definitely arrange for this Western tour. No definite plans will be made until Congress adjourns.

### New York Police Law Upheld.

ALBANY, N. Y., Jan. 6.—The Court of Appeals today handed down decisions affirming the constitutionality of the police reorganization law of 1901, which legislated out of office the "partisan" Police Commission of New York and ex-Chief of Police Devery. The effect of this decision is firmly to establish the present police system of Greater New York.

### British General Wed, Boston Girl.

LONDON, Jan. 6.—Lieutenant-General Sir Seymour Halse and Mrs. Harry Blake, formerly Miss Green, of Boston, were quietly married in London today. King Edward presented General Halse with a handsome gold-mounted cane.

## LAW FOR TRUSTS

### Knox Tells What It Should Provide.

### TO CONTROL, NOT DESTROY

### Recommendations Approved by the President.

### REBATES THE WORST EVIL

### Both Giver and Receiver of These and Discriminating Railroad Rates Should Be Punished—Prohibit Carrying Trust Products.

Attorney-General Knox yesterday made public an abstract of his recommendations for the regulation of trusts. These have been approved by the President. He proposes that—

Penalties be provided for all discriminatory practices in regard to interstate commerce, aimed against both the giver and receiver of such illegal advantage.

Where products are the subject of such discrimination, the Federal courts be given power to restrain their interstate or foreign transportation.

Penalties be imposed on the transportation of freight at less than the published rate, such penalties to be borne by both carrier and shipper.

Provision be made to reach combines which produce wholly within one state but engage in interstate trade.

Provision be made to collect information in regard to corporations engaged in interstate-commerce, and for this purpose a bureau be created in the proposed Department of Commerce.

A special law be passed to speed the final decision of suits begun under the present anti-trust law.

Mr. Knox wrote a letter to the chairmen of the committees of the Senate and House in charge of trust bills, which embodies these proposals.

### WASHINGTON, Jan. 6.

The following abstract of the Attorney-General's recommendations regarding trusts and combinations, which were made public at some length today, was given out at the White House tonight. It represents the general attitude of the Administration on this subject and was authorized by the President:

Preliminary—The people do not desire the business of the country to be interfered with beyond the regulation necessary to control combinations where they act improperly and correct any tendency toward monopoly. In this country, where money is cheap and abundant and within the reach of keen and capable men, monopoly will be impossible if competition is kept free.

Small enterprises have certain advantages over large combinations, and will live and thrive if assured of an open and fair field. Rebates and discriminatory rates constitute one of the chief restrictions on competition. They unjustly swell the earnings of favored concerns, and, supporting a vast volume of capital stock which represents nothing but unfair advantage over rivals, contribute largely to the upbuilding of monopoly.

The situation respecting transportation discrimination and the entry of independent capital into new industries has lately been improved. It is now known that the amount of capital embarked in independent enterprises in the past two years at least equals the total capital of the great combinations formed within the previous 12 years. With assurance against predatory competition, this improvement will continue. Individual industrial experience, with the certainty of secure employment of capital, may be trusted to compete effectively with such predatory combinations as are not formed for sound economic reasons, but merely in order to capitalize the country's property for the benefit of their promoters. The existence of most of these combinations has not increased the productive capacity of the country; they have merely acquired the ownership of pre-existing industries.

### What Law Should Provide.

Recommendations for immediate legislation.

That all discriminatory practices affecting interstate trade be made offenses to be enjoined and punished.

Such legislation to be directed alike against those who give and those who receive illegal advantages and to cover discrimination in prices as against competitors in particular localities, resorted to for the purpose of destroying competition.

In order to reach producers guilty of these offenses who are, as producers merely, beyond National control, a penalty should be imposed upon the interstate and foreign transportation of goods produced by them, and Federal courts should be given power to restrain such transportation at the Government's suit.

Such legislation is necessary because the existing interstate-commerce law does not give an effective remedy in this class of cases against either shipper or carrier. The cause-omissus in the interstate-commerce act should now be supplied by imposing a penalty upon carrier and beneficiary alike, and by giving to the courts the right to restrain all such infractions of the law.

The prohibition against carriers should be limited to those subject to the act to regulate commerce. Only carriers operating a line of railroad or a rail and water line as one line are required to publish their rates and adhere to them. It is impracticable to control lines operating wholly by water. Rates of water trans-

portation are necessarily open to the freest competition, are invariably low by comparison, and thus naturally furnish the standard of reasonableness without express regulation.

It should be made unlawful to transport traffic by carriers subject to the interstate-commerce act at a lower rate than the published rate, and all who participate in violating the law should be punished.

Provision should also be made to reach corporations and combines which produce wholly within a state, but whose products enter interstate-commerce. This provision should relate, first, to concerns which fatten on rebates; second, to concerns which sell commodities below the general price in particular localities, or in any other way in particular localities seek to destroy competition.

There should be a comprehensive plan to enable the Government to get at all the facts bearing upon the organization and practices of concerns engaged in interstate-commerce, not with a view to hampering any legitimate business of such concerns, but in order to be in position to take action if necessary. To this end, a commission or special bureau in the proposed Bureau of Commerce could be created, whose duty it should be to investigate the operations of concerns engaged in interstate or foreign-commerce, to gather information and data enabling it to make recommendations for additional legislation and to report to the President. This would be a first step in securing proper publicity. This commission should have authority to inquire into the management of any concern doing an interstate-business, whenever it becomes necessary or desirable; it should have the authority to call for reports from them, to compel testimony from all witnesses and the production of books, papers, etc.

These recommendations are based on the central thought that the first step should be taken by a law aimed at what are certainly known to be unreasonable practices directed against freedom of commerce and by a law securing some governmental supervision as outlined above. A special act should be passed at once to speed the final decision of cases, pending or to be raised under the present anti-trust law, providing for the hearing of such cases by a full bench of Circuit Judges and a direct appeal from the Circuit Courts to the Supreme Court of the United States.

### CABINET IN SESSION.

### Discusses Venezuelan and Cuban Affairs and Indianola Fund.

WASHINGTON, Jan. 6.—At the Cabinet meeting today all the members were present. Serious consideration was given to the status of the Cuban reciprocity treaty in the Senate also was considered. Confidence was expressed by the President and Cabinet that the treaty would be ratified, but the disposition of some of the advocates of the best-interests to complete the Cuban treaty with the pending proposed tariff bill was brought up.

The Indianola, Miss., postoffice case was discussed and it was decided that the stand taken by the Administration should be adhered to, the contention being that the people themselves and not the Government are responsible for the closing of the office. Postmaster-General Payne had no new developments to report.

General Wright, Vice-Governor of the Philippines, was at the executive office in conference with the President today.

### IN MEMORY OF M'KINLEY.

### President Will Attend Banquet at Canton on His Birthday.

WASHINGTON, Jan. 6.—President Roosevelt has accepted an invitation to attend the banquet to be given by the Canton Republican League in Canton, O., on Tuesday evening, January 27. The banquet is to be in honor of the birthday of the late President McKinley. His birthday comes on the 29th inst., but, on account of a state engagement of the President on that date, the banquet was arranged for the earlier date.

### Moody's First Honolulu Cablegram.

WASHINGTON, Jan. 6.—The Secretary of the Navy received his first cable message from Honolulu today. It simply announced that the cruiser Solace sailed from that port yesterday for Guam and the Philippines.

## FOR QUICK RELIEF

### Vest Makes Strong Plea to Senate.

### REPEAL DUTY ON COAL

### While People Freeze, Senators Sit Dumb on Tariff.

### DINGLEY LAW NOT SACRED

### The Aged Missouri Senator Waxess Sarcastic at Those Who Hold It So—Senator Hoar's Speech on Evils of Trusts and the Remedy.

The day in the Senate was eventful, because of a notable speech by Senator Hoar on his bill repealing trusts and an attack by Senator Vest on proposed industries through the operation of the Dingley law. Senator Hoar's utterances were listened to with marked attention. He argued that if his bill should become law and prove effective no corporation engaging in the commerce which is within the jurisdiction of Congress should keep its condition a secret. Senator Vest used as a text for his remarks his resolution introduced Monday instructing the committee on finance to prepare and report a bill removing the duty on coal. Feeble in the extreme and supporting himself on his desk, he called attention to the condition of distress which has arisen as a result of the shortage in the coal supply. There was breathless silence in the chamber as he spoke, and every Senator on the floor turned in his direction in order to catch his words.

Aldrich took exception to some of Vest's statements, and at his request the resolution went over until tomorrow, when Aldrich will make reply.

At 4:30 the Senate adjourned, after a brief executive session.

WASHINGTON, Jan. 6.—Soon after the Senate met the Vest resolution instructing the committee on finance to prepare and report a bill removing the duty on anthracite coal was considered. Mr. Vest said there is nothing in the resolution that the finance committee can furnish light upon, and therefore he could not see the necessity of Mr. Aldrich's motion, made yesterday, to refer the resolution to the finance committee.

"This is no longer a partisan question," said he, "but a question of absolute humanity. We are not on the verge of a crisis in regard to coal," he said, "but we are actually in it. Women and children have been frozen to death." His only solace was to "find a remedy for this disgraceful and outrageous condition."

Sensors stood silent and dumb, he said, either afraid or unwilling to take any action, answering the appeals of the poor, freezing women and children with a party cry, "stand pat." Nothing is to be done, he continued, with the sacred elephant of the Dingley tariff law. The Senator from Massachusetts (Lodge), he declared, had endeavored to administer a homeopathic dose in the shape of a suspension of the duty for 90 days, but if medicine is needed at all it is in large doses. By referring the resolution to the committee, he said, it would have no chance to pass.

"Don't we know," he said, "that when we send the resolution to the finance committee we send it to its execution?"

He then said that all he wanted was for every Senator to put himself on record. He criticized the Dingley tariff law, and said there was no more chance today, in

his judgment, to reduce a single duty in the Dingley act than for him to carry off the Capitol building on his shoulders. That was the end of the discussion.

### Aldrich Answers Vest.

Aldrich (R. I.) said he desired to make full answer to Vest, but as Hoar had given notice that he would speak on his trust bill, he asked that the resolution go over until tomorrow. He took occasion to deny certain statements by Vest attributed to Mr. Dingley, to the effect that the rates of the bill were made unnecessarily high in order that reciprocity treaties might be made.

Nelson asked where the provision relating to coal was inserted, and Mr. Aldrich said in the Senate.

Vest then said the Congressional Record showed that Allison offered the provision that it was debated at length and voted upon, the Republicans voting for it and the Democrats against it. He declared that the Republican leadership militant under the declaration of the Secretary of the Navy that the duty on coal had "been sneaked or smuggled into the Dingley bill."

The resolution went over and Hoar addressed the Senate upon his anti-trust bill. Senator Hoar's speech was devoted entirely to the question of trusts, and partly to an explanation of his recently introduced trust bill. He began his address with the assumption that all thoughtful men are agreed as to the necessity of legislation, state or National, for the control of trusts. He said that as yet there had been only apprehension and a large but not serious injury, except in the case of the recent coal strike, on account of trusts. On the contrary, the progress of our prosperity had been greater in the past few years than ever before had been known, and our workmen were better off. Still there is, he said, actual peril, and it is none the less real because it involves only the future and not the present.

The Senator then took up the discussion of the effect of the control of vast wealth by individuals, saying that in such a system there was much to threaten republican liberty. Most of the vast fortunes of the present day, had been accumulated within 30 years.

"There is nothing to render it unlikely," he asked, "if one of these vast fortunes has grown from a hundred thousand to a hundred million or a thousand million in 20 years, that in the hands of the next possessor in another 30 or 50 years the hundred million may become a hundred thousand million or the thousand million a thousand thousand million. Is there anything to stop the accumulation of these snowballs. Can the same power and business ability and capital that control all the petroleum in the country by the control of the coal? Can it control the railroad and the ocean-carrying trade? Can it not buy up and hold in one mass the agricultural and the grazing lands of new and great states and the coal mines and the silver mines and copper mines?"

But great as were the possibilities of the accumulation of great wealth by individuals, he did not believe that such accumulation the same peril that is found in corporate control of such wealth.

### Evils of Combination.

Mr. Hoar then took up the question of trusts as they now exist, pointing out what he conceived to be their evils, as follows:

1. Destruction of competition.
2. The management of local industries by absentee owners in the interest of absentee capital.
3. Destruction of local public spirit.
4. Fraudulent capitalization.
5. The want of personal responsibility to public sentiment.
6. The absence of personal liability for contracts or wrong-doing.
7. The power to corrupt elections, and in some cases to corrupt the courts.
8. The want of personal responsibility to public sentiment.
9. The absence of personal liability for contracts or wrong-doing.
10. The holding of vast properties in mortuaries, in the dead hand, if we may use the ancient phrase of the English language. But it has life enough for all purposes of power and control.
11. It is dead only to the influence of any nerve which comes from the brain or heart of the people.

Mr. Hoar said that many as were the evils in great combinations of capital,

(Continued on Second Page.)

### CONTENTS OF TODAY'S PAPER

#### National.

Attorney-General outlines legislation against trusts; President insists on prompt action or he will call extra session. Pages 1, 2 and 5.

Senator Hoar makes speech in support of his trust bill. Page 1.

House passes the Army staff bill. Page 5.

Reet-angar men begin fight on Philippine tariff bill. Page 2.

Bids for \$25,000,000 worth of warships opened. Page 2.

Senator Vest makes appeal for relief of coal famine. Page 1.

United States demands payment of claims by San Domingo. Page 2.

#### Domestic.

Enormous profits of the Steel Trust in 1902. Page 2.

Ship wrecked on Washington coast and 18 lives lost. Page 1.

Sheriff tells about the great coal strike. Page 11.

Major Glenn says General Chaffee ordered the water-cure. Page 5.

Western railroads refuse to grant advance to trainmen. Page 11.

#### Foreign.

Germany refuses to join Britain in protest against opening of the Dardanelles to Russia. Page 3.

Allies answer Castro's arbitration terms, and may settle without arbitration. Page 12.

Boxer and Britons banquet together in the Transvaal. Page 3.

#### Pacific Coast.

State Treasurer Moore makes his biennial report. Page 4.

Republicans of Idaho agree to hold a Senatorial caucus tonight. Page 4.

Convict in penitentiary makes attack on Guard McCormick. Page 4.

Floods on Puget Sound are subsiding, and railroad traffic is resumed. Page 3.

#### Sporets.

Butte pugilist proves equal to Munroe, the man who stood up to Jeffries. Page 5.

#### Commercial and Marine.

Improvement in local and Eastern hop markets. Page 14.

Wheat dull and featureless at Chicago. Page 13.

Dreant tone of New York stock market. Page 12.

Indraoura arrives with big miscellaneous cargo. Page 12.

Government takes over Port of Portland dredge. Page 12.

Flour business with Europe being worked. Page 12.

#### Portland and Vicinity.

B. L. Tiddy, candidate for Speaker, discusses legislation. Page 10.

Irruancies discovered in Surveyor-General's office. Page 12.

Common Council delays action on City & Suburban franchise. Page 14.

State Senator George C. Brownell expresses confidence in his election as President of Senate. Page 8.

Large number of steamboats building in Portland. Page 8.

Water committee may lower submerged pipes. Page 14.

Fish and Game Association suggests changes in laws. Page 8.

## ONLY TWO ALIVE

### Shipwrecked on Rocky Washington Coast.

### EIGHTEEN MEN DROWNED

### Norwegian Bark Goes to Pieces on Umatilla Reef.

### CAPTAIN'S FATAL MISTAKE

### Thinking Lighthouse Was Flattery Lighthouse, He Steered to Destruction—Two Survivors Rescued by Indians.

The Norwegian bark Prince Arthur was wrecked on January 2, on the Washington coast, near Osette.

Of the 20 men on board, only two could be rescued by the settlers and Indians.

The captain appears to have mistaken the lighthouse on Umatilla reef for the Flattery lighthouse and struck his ship right to destruction.

Wreckage of a steamer and a schooner has been picked up on the coast of Vancouver Island, near Carmanah. The steamer is believed to have been the tug Vladimir, which drifted to sea from San Juan.

PORT TOWNSEND, Jan. 6.—With 19 out of her crew of 20 drowned, the Norwegian bark, Prince Arthur, lies a total wreck on the treacherous rocks two miles south of Osette, 20 miles south of Cape Flattery. The accident, which has resulted so disastrously occurred on the night of January 2, but the news was not received until today, owing to the isolated location. A private letter reaching here this afternoon with the sad news was carried 25 miles through the wilderness by an Indian courier before being mailed.

The particulars contained are meager in the extreme, telling simply that the vessel is a total wreck in the breakers, while but two men of her crew of 20 survived. These were rescued from the surf by a human line made up of the frontiersmen living in the vicinity, assisted by natives, and were too exhausted at the time the courier left to give any particulars of the terrible calamity.

The impression prevails that mistaking Umatilla Reef lighthouse for the beacon on Cape Flattery led Captain Markussen to his doom among the breakers in one of the most dangerous and exposed positions on the entire northern coast. The scope of the wreck is where many vessels before have piled their bones, the reef extending far out into the sea, making the approach of assistance impossible.

When the settlers first saw the approaching vessel, she was heading due west, which confirms the belief that Captain Markussen supposed, he had passed Flattery and was shaping the proper course to enter the Straits of Juan de Fuca. The vessel is reported to be in identically the same place as was the German ship Flottbek two years ago, from which in daylight and a calm sea the three most powerful towing vessels on the Sound had great difficulty in rescuing her.

The identity of the dead and survivors could not be ascertained, the hardy woodmen having no means of identifying the badly battered corpses which are washing ashore at irregular intervals. The rescuers consequently contented themselves with giving the unfortunate Christian burial near the scene of their tragic death.

The first information to hand was to the effect that the ill-fated vessel was the Norwegian ship Prince Albert, but hasty investigation of the shipping lists proved the error, for this vessel left Cape Town for Puget Sound on November 15, making it a physical impossibility that she could be in the vicinity of Cape Flattery so soon. On the other hand the Prince Arthur was due from Valparaiso, and from the description of the vessel as a bark, there is no question but that she is the one which is now battering to pieces on the inhospitable shore of Washington.

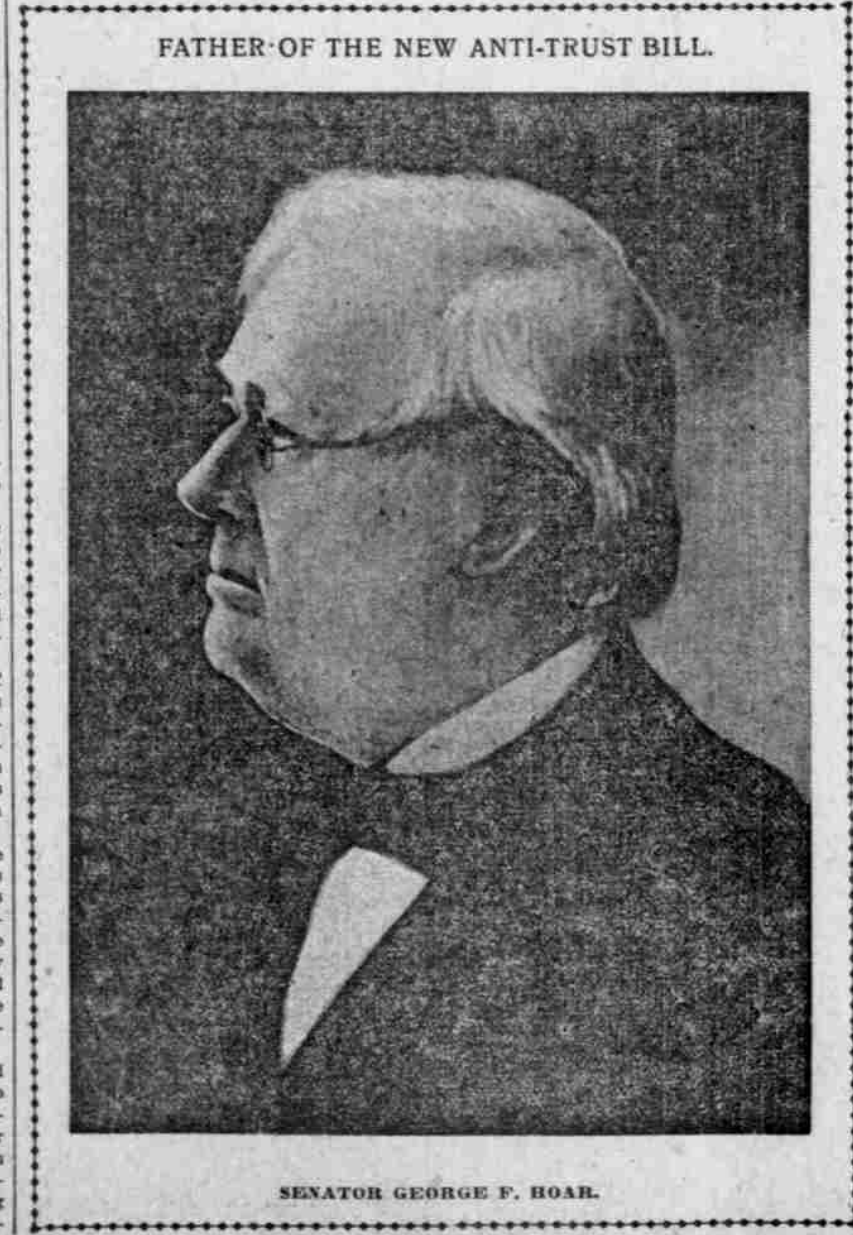
The Prince Arthur is an iron vessel of 1822 tons burden, and was originally the British bark Houghton Tower, built at Birkenhead, England, for G. B. Clough & Co. The vessel ran to the East Indies for many years, but was sold recently to P. H. Roach, of Christiania.

### WRECKAGE ON VANCOUVER COAST.

### Remains of a Small Steamer and Schooner Drift Ashore.

VICTORIA, B. C., Jan. 6.—Letters received today from Carmanah state that wreckage "use been found there. Some time ago the lightkeeper reported that the stern of a ship's boat with the name "Ericson, Cardiff," in black letters, together with the top of a mast and some new ash oars with sennit in place of leather on them were washed ashore. Now he states that much wreckage has further been found, including the remains of a small steamer and schooner. A life buoy appears in the heterogeneous mass and on it appears a name which Mr. Daykin thought might resemble "Vancouver." Another piece of wreckage has a name on it that is partly obliterated, the only letters that could be deciphered being "hinter" but how these are grouped he has omitted to say. The letters are about six inches long and carved in wood and painted white.

From other sources it is learned that the wrecked steamer is the tug Vladimir, which drifted to sea from her moorings at San Juan on December 23. It is not thought probable that the schooner reported wrecked is either of the overduo schooners General Siglin or South Bend. No details are obtainable regarding this wreckage.



SENATOR GEORGE F. HOAR.