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Goodyear Rubber Company

R. H. PEASE, President. 73-75 First St., Portland, Or.

Public Demonstration Today

OF THE KODAK DEVELOPING MACHINE

In our New Quarters, Corner Fourth and Alder Sts. OUR PHOTO DEPT. IS ON THE GROUND FLOOR

Blumauer-Frank Drug Company

SHAW'S PURE MALT

BLUMAUER & HOCH
108 and 110 Fourth Street
Sole Distributors for Oregon and Washington.

America's ORIGINAL MALT WHISKY Without a Rival Today

J. F. DAVIES, Pres. J. W. BLAIN, Sec. and Treas.

St. Charles Hotel

CO. INCORPORATED.

FRONT AND MORRISON STREETS
PORTLAND, OREGON

European Plan—Rooms 50c to \$1.50
First-Class Restaurant in Connection

HOTEL PERKINS

Fifth and Washington Streets PORTLAND, OREGON

EUROPEAN PLAN

First-Class Check Restaurant Connected With Hotel.

Rooms—Single \$1.00 to \$1.50 per day
Rooms—Double \$1.50 to \$2.00 per day
Rooms—Family \$1.50 to \$3.00 per day

WILLAMETTE

THE MARK OF QUALITY

WE CAST IT ON OUR PRODUCTS AND STAND BEHIND IT

WILLAMETTE IRON & STEEL WORKS

PORTLAND, OREGON, U. S. A.

PORTLAND SAFE & LOCK CO.

DEALERS

HERRING-HALL-MARVIN SAFE CO.

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STANDARD FIRE and BURGLAR-PROOF SAFES

76 FIRST STREET, Corner Oak

ESMOND HOTEL

OSCAR ANDERSON, Manager.
Front and Morrison Streets,
PORTLAND, OREGON

FREE BUS TO AND FROM ALL TRAINS.
Rates—European plan, 50c, 75c, \$1.00, \$1.50, \$2.00 per day. Sample rooms in connection.

Poultry Netting

WHOLESALE
RETAIL

WIRE AND IRON FENCING

BANK AND OFFICE RAILINGS
BARBED WIRE, WIRE AND LAMP FENCING.

Portland Wire & Iron Works

MANUFACTURERS. 147 FRONT ST

WANTS DAMAGES.

ARIZONA ENTERS PROTEST

Says Matchless Mine Was Fraudulently Sold Under Execution.

DENVER, Feb. 4.—A suit for \$2,000,000 damages has been filed in the District Court by Elizabeth H. Tabor, the widow of ex-Senator Tabor, against James W. Newell, Warren F. Page and the Ransom Leasing Company. The measure which Mrs. Tabor alleges to have incurred resulted from a sale on an execution of the Matchless mine, near Leadville, which belonged to the Tabor Mines & Milling Company.

This mine was sold in 1899 for little more than \$15,000 to satisfy judgment against the defendants and William H. Harp are said to have held against Tabor. Fraud is alleged against the defendants for the manner in which they secured possession of the mine.

LADRONES GIVE BATTLE.

Four Hundred Defeat 30 Constables, but Flee Before More.

MANILA, Feb. 4.—Scattered bands of Indians in Cavite, Rizal and Bulacan provinces who had formed a junction near Polo, Bulacan, to the number of 400, attacked and defeated 30 of the constabulary last Monday. The constables retreated, and afterward returned reinforced, whereupon the ladrones fled.

No More Cholera in Manila.

MANILA, Feb. 4.—The United States quarantine officials have declared Manila to be free from cholera, thus ending the quarantine, which has lasted nearly a year. Though cholera has disappeared from Manila, it is still epidemic in parts of the islands.

TOWARD JETTIES

Plan to Deepen Mouth of the Columbia.

BOARD OF ENGINEERS' VIEWS

Complete and Extend South Jetty Two and a Half Miles.

THEN BUILD A NORTH JETTY

If South Jetty Does Not Give a Forty-Foot Channel, North Jetty Certainly Will—Whole Cost Nearly Four Millions.

The board of engineer officers has reported on the improvement on the mouth of the Columbia river, and recommends—

The extension of the south jetty 2 1/2 miles west.

If this fails to insure a 40-foot channel across the bar, build a north jetty 2 1/2 miles from Cape Disappointment towards the south jetty.

This, says the board, will without doubt attain the desired depth of water. The cost of the jetties and the conversion of the Grant into a dredge will be \$3,715,000.

Towards the beginning of this work \$1,500,000 will be available on July 1, more than can be expended in the succeeding year.

OREGONIAN NEWS BUREAU, Washington, Feb. 4.—

The Board of Engineer Officers that for six months past been considering the project of the permanent improvement of the mouth of the Columbia river reported to General Gillespie today, recommending the extension of the present, or south, jetty due west for two and a half miles, or so much of this distance as the depth of water will permit. The board also recommends that whether this single jetty will produce and maintain a permanent channel 40 feet deep, and to insure such a channel, if the extended jetty falls short of that accomplishment, it recommends the construction of a north jetty two and a half miles long, designed to project from Cape Disappointment towards the south jetty and operating with the latter to force through an opening two miles in width the full volume of the Columbia river.

If this is done, the board says, there is no doubt about the permanent maintenance of the desired channel across the bar. The board is not sure that a north jetty is needed as long as projected, and if a shorter one will accomplish the purpose, it can be stopped short at the proper point.

The board estimates the proposed extension of the south jetty will cost \$2,300,000, and the construction of the north jetty \$1,400,000, to which \$500,000 is added, being the cost of operating the dredge Grant, making the total cost of the proposed improvement \$3,715,000.

Build South Jetty First.

The board says the work of extending the south jetty should be pressed seaward as speedily as possible, with the use of first of only so much stone as may be necessary to secure the construction against destruction by the sea. The jetty should subsequently be brought to the level of mean low water throughout, and ultimately the old and new portions of the jetty should be raised to middle level. The board sees no necessity for raising the jetty to or above the level of high water, as this could not be done except at enormous expense, by surfacing with heavy cement blocks, although it is admitted that a higher jetty would tend to produce a greater accumulation of sand, and thereby afford more protection to the work itself. The board does recommend the construction of groins to aid in the accumulation of sand along the jetty thereby increasing its security.

Method of Construction.

The board is by no means sure the south jetty, when complete, will afford a 40-foot channel; nevertheless, it recommends that this jetty be completed before any other work is undertaken. If then it is found the desired depth has not been gained a jetty is to be constructed extending southwesterly from a point on Cape Disappointment across Peacock slip to a point two miles north of the end of the proposed jetty extension. The outer end of the north jetty is to be kept in rear of the outer end of the south jetty.

To obtain the 40-foot channel across the bar it is self-evident that the flow of the river must be concentrated within one channel of moderate width and discharge a unit to the sea. The volume of water must be held together until it has passed entirely over the bar, so that no dispersion may take place until after its work is done.

The board believes the south jetty extension alone will produce a channel depth on the bar much in excess of the 30 feet temporarily resulting from the old work, but greater concentration may be necessary, such as would be afforded by the construction of the northern jetty confining to a single outlet the full discharge of the river.

The board believes that a low or middle jetty, built upon the line recommended, can be maintained under the protection of the sand that will be held by it but that the maintenance of a high-tide jetty is an uncertain and very doubtful unless the method of costly construction with a superstructure of heavy concrete blocks

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Representative Hume Resents the Idea.

CASTS VOTE FOR HARRIS

His Arrival Makes Situation More Complicated.

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Question of Tongue's Successor May Cut Some Figure in Senatorial Contest—Clatsop Man's Expected Coup Not Yet at Hand.

SALEM, Or., Feb. 4.—(Special.)—Representative Hume was on hand today. He had been supposed to be lined up with Mr. Fulton, but friends who talked with him before the noon hour learned that he was not a supporter of the Clatsop statesman. He would not say for whom he would vote; and, naturally, there was great interest in his attitude. When his name was called on roll call he responded with "L. T. Harris." Speaker Harris blushed with pleasure, and the crowd with whom the speaker is quite popular got angry with satisfaction. There was no other incident except that Senator Stetson created a slight ripple of amusement by answering "Hermann" instead of "Geer." He quickly corrected himself, The vote resulted:

Fulton	34
Geer	14
Mills	12
Scott	11
Absent	2

REJECT HALF A LOAF.

Trainmen of One Railroad Send Back Offer With Ultimatum.

ST. LOUIS, Feb. 4.—Committee representing the trainmen and conductors of the Missouri, Kansas & Texas Railroad Company received notice today of a raise in wages of approximately 10 per cent, as a reply to the demand for a 20 per cent increase. The order was immediately rejected and counter propositions made to the effect that it must be answered by tomorrow.

P. H. Morrissey, grand master of the Order of Railway Trainmen, said tonight that a new proposition had been received from the Missouri Pacific officials, but had not been acted upon. The proposition from the St. Louis & San Francisco and the Cotton Belt railroads are being voted on by the employes, he said, and it is expected that the result of the vote will be announced Saturday.

Want Wind River Reservation Open.

CHEYENNE, Wyo., Feb. 4.—The Wyoming Industrial Convention today adopted resolutions that a strong memorial be sent to the proper departments of the general Government for the allotment in severalty of lands included in the Wind River or Shoshone reservation in Wyoming. The reservation comprises 2,800,000 acres, and there are on it 1900 Indians.

Thirteen Ballots, No Choice.

DOVER, Del., Feb. 4.—The 13th ballot for United States Senator taken today was without definite result.

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Senate Committee Will Put It Out of Sight.

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The measure is now practically dead, and it only remains to decide the courtesies and formalities of its funeral services.

It had been rumored that Governor McBride would get back at the enemies of the bill by vetoing appropriation measures, but this fear was put at rest yesterday by Senator Hamilton, who held a conference with the Chief Executive.

The Legislature may pass the bill appropriating \$10,000 for expenses in fighting the merger case.

OLYMPIA, Wash., Feb. 4.—

(Staff correspondence.)—The railroad commission bill, that burning issue that has shared honors with the Senatorial fight, not only for the past month, but since last Spring, when Governor McBride issued his famous manifesto, is nearing the day of its execution much more rapidly than has previously been expected. The project of bringing it up in the House, where it would stand perhaps an even show for its life, has been abandoned, and unless there is a change of programme in the meantime, it may come up in the Senate tomorrow.

The railroad committee of the Senate will hold a meeting tomorrow morning before the Senate convenes, and may put the big issue of the last campaign before the Senate as soon as it convenes. It was the intention until today to have the matter come up in the Senate and be made a special order for some day next week, but tonight it is reported that the Senate will send it to a speedy death by the indefinite-postponement route as soon as it is reported by the committee tomorrow morning.

A Mere Matter of Obsequies.

Except for the formalities, the bill is dead already, and the only hitch in the programme at the present time is over the manner in which the obsequies are to be conducted. If it is not given a speedy shove into oblivion tomorrow, it will be due to the fact that Senatorial courtesy will permit some of its friends to preach a farewell sermon over its remains. Incidentally a few who are not friends of the measure which has brought about so much strife in the Republican party may wish to make a few farewell remarks on the matter. That it will be called up from the committee in the morning is a certainty, and if definite action is not taken then, a date for the execution will be set early next week.

The measure is known as the Tolman bill in the Senate and as the Dix bill in the House. If the Senate makes a speedy disposition of it tomorrow, the Dix bill may be called up in the House on Friday. As previously stated, the fight in the House is much closer than in the Senate, and the views of the opposition forces will probably be thoroughly aired before it is finally killed or passed. If it should succeed in getting past the House by a majority, which cannot well be otherwise than small, the Senate will have another chance at it.

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Governor McBride has for some time realized that there was no hope for his pet measure, and there have been numerous rumors that he would retaliate by vetoing appropriation bills which the commission members would like to have passed. Today it is stated that there is but a faint possibility of anything of this kind happening. Senator Ed Hamilton, who is one of the principal leaders of the railroad forces, had a conference with the Governor today, and the chief executive assured him that the appropriation bills would be considered strictly on their merits, and no fight would be made on any appropriation bill that was deserving. This position of the Governor will expedite matters greatly, and but little trouble is anticipated in this direction as a result of the very fierce fight that has raged between the commission and anti-commission forces.

It is also reported that the railroad forces in the Senate will permit the passage of the bill appropriating \$10,000 for the expense of fighting the merger case. This bill could be killed as easily as the commission bill, but there seems to be a disposition among the Governor's opponents to let it become a law. Whether this is due to their belief that McBride will lose the merger fight and thus be left in an awkward position, or whether it is because they have a sincere desire to help him in this last move, is unknown, but he could never get the measure through both Houses without the aid of the men whom he has been fighting on the Senatorial and railroad commission issues.

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"Because the Fulton people have claimed you, and nobody had authority to say anything to the contrary," was the reply.

"Well, that is scarcely reason enough," he rejoined. "I do not belong there. I have voted no one that I would vote for Mr. Fulton."

"Whom will you vote for?"

"Whom till noon and you will see," he said, and the Legislature and the crowd at 1:30 o'clock saw that Mr. Hume had so high a regard for his young friend Speaker Harris that he voted for him for United States Senator.

"I have come from San Francisco to help elect a Senator," said Mr. Hume to the reporters. "I was in a hospital there for some time and I hoped to get back before I did. The trip has done me no good, for I have been able to get no sleep and I have been joined up a great deal. We need a young and able man for Senator and when we get him we should keep him there, so that in time he would be able to be of great value to the state."

Harris as Congressional Possibility.

Speaker Harris comes up to the requirements fixed by Mr. Hume, for he is young, active and able. Whether the Curry County representative will persist in an effort to start a boom for the bright Lane County Legislator remains to be seen. He might have better success if he were to endeavor to land Mr. Harris in the lower house of Congress, for sentiment is by no means confined to Mr. Harris' immediate constituency that he is a growing man and he is justified in an ambition, if he has any, to represent the state at Washington. Mr. Harris has powerful allies in Mr. Hume, Mr. Booth and Mr. Kuykendall and they are likely to prove strong factors in the district convention to name Mr. Tongue's successor.

But Mr. Hume may determine that Binger Hermann is the man for that place. He has been a very influential supporter of Mr. Hermann in the past, but it would by no means appear to follow because he is interested favorably in Mr. Hermann's political welfare, that he is by the same token also bound to help Mr. Fulton in his campaign. That is what Mr. Hermann's friends here seemed to think, but just there is where Mr. Hume did not agree with them. He is a man of independent thought and habit, and today's events disclosed, and he does not always do what somebody has asked or expected him to do.

It should be added that Mr. Fulton has at no time personally claimed that Mr. Hume would be for him nor did he take the trouble to dispel the common notion so industriously cultivated among and by his friends that the Curry County man would fall in line and be delivered to him along with others of the Hermann following. It is said that Mr. Hermann himself will be here tomorrow or next day. It will be interesting to ascertain whether he will find it to his interest to do personally what he can for Mr. Fulton.

Still Eleven Short.

This was the day generally looked forward to as the high water mark of Mr. Fulton's efforts for the present week. It has passed without a break in the opposition and without an accession to his strength. The arrival of Mr. Hume has on the contrary strengthened the opposition by one and has left Fulton just 11 votes short of an election. With Mr. Adams absent, it will take 45 to elect and Mr. Fulton now has 34. If he decides that it will be proper to go in and record his vote for himself, he will need ten, it looks now as if all sides think there will be no issue to the contest until the end of the session, more than two weeks distant. Mr. Fulton will, of course, not permit his efforts to bring matters to a climax before then, but his tactics now are devoted in part to inspiring a sentiment among his followers that if they hold together the minority is bound in the end to come to them.

Not the Majority Candidate.

It is scarcely correct to speak of Mr. Fulton as the majority candidate, because he has not in his camp a majority of all Republicans. They number 72 and the combined opposition is 37. He has more than twice as many votes as his nearest Republican competitor. Fulton men say that they are well equipped for a prolonged struggle and have no fear that they will suffer any losses. It is well

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