

Morning Oregonian

VOL. XLIII.—NO. 13,178.

PORTLAND, OREGON, SATURDAY, MARCH 7, 1903.

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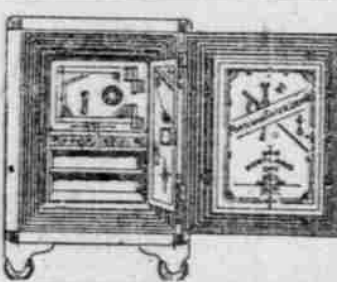
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Bee and Poultry Supplies ever carried by any
seed house in the Northwest

1000 CHOICE TWO-YEAR OLD ROSE BUSHES JUST IN
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Remember our new location. Descriptive catalogue free.
CORNER FRONT AND YAMHILL STREETS.

SECRETS OF AGUINALDO

Had Long Planned Rebellion and Proposed to Create Nobility.

WASHINGTON, March 6.—The bureau of insular affairs of the War Department has just published a pamphlet of 46 pages giving the telegraphic correspondence of Emilio Aguinaldo from July 15, 1898, to February 23, 1899, the period just preceding the fall of Manila, and following the outbreak of hostilities between the United States forces and the insurgents. These telegrams were discovered by Captain John R. T. Taylor, Fourteenth Infantry, among a mass of papers captured from the so-called insurgent government.

They are sufficiently complete to show that the insurgent leader leaned strongly upon others for advice and counsel, that there was serious opposition to his authority even among his own people, and that an attack upon the Americans at Manila had been fully decided upon before the outbreak of hostilities on February 4, 1898, and that in the event that the struggle should prove successful, the new government that would have been created would not have been a republic for titles of nobility were, on January 14, 1899, promised to certain insurgent officers as a reward for entering Manila and capturing the American forces and their officers.

Superintendent Boyd Acquitted.

HONOLULU, March 6.—(By Pacific cable.)—The trial of ex-Superintendent of Public Works J. H. Boyd, who was accused of irregularities in his accounts, resulted today in his acquittal. The remaining charges pending against him have been withdrawn by the prosecuting attorney.

CUBANS DEBATE TREATY

Sanguily Denounces It as Scheme to Hold Control of Island.

HAVANA, March 6.—The reciprocity treaty was up in the Senate again today and the debate was adjourned until tomorrow. In this afternoon's debate Senator Sanguily denounced the treaty as a scheme on the part of the United States designed to keep European commerce out of Cuba, in order that the former country might secure the entire commercial as well as the political control of the island.

Senator Silva, in a lengthy speech, quoted figures to prove that, even if the allegations made that the sugar trust and other interests would benefit under the reciprocity treaty were true, the result could not be otherwise than beneficial to Cuba.

It has been asserted that the sugar and tobacco industries will make additional profit under the treaty of \$6,000,000 annually.

Pioneer Notion Man Dead.

PHILADELPHIA, March 6.—Joel J. Bailey, one of the best-known men in the notion trade in the country, is dead. Mr. Bailey was in his 77th year, and was a pioneer in the wholesale notion business. He retired a few years ago, having amassed a fortune of several million dollars.

Will Raise Tax on Chinese.

OTTAWA, March 6.—It is understood that the government intends introducing a bill at the next session of Parliament raising the poll tax on Chinese from \$30 to \$50. This is in connection with the request of the Chinese and Japanese Com-

START THE JETTY

Root Will Give the Word Within Ten Days.

HIS PROMISE TO SENATORS

Haupt's Appeals Have Held Up Engineers' Report.

BUT THEY WILL NOT SUCCEED

Local Engineers Are Ready to Begin Construction as Soon as Orders Come—Right of Way for Portage Road.

Secretary Root yesterday assured Senators Mitchell and Fulton that he would act on the report of the Board of Engineers on the Columbia River jetty in a week or 10 days, and strongly indicated that he would approve it. Action has been delayed by the efforts of Lewis M. Haupt, to secure the adoption of his plan for reaction jetties. Senators will try to secure permission from the War Department to construct the state portage road from The Dalles to Celilo along the Government right-of-way for the old boat railway. The construction of the transport Grant into a dredge will not be completed in time for her to begin work on the Columbia River bar much before August.

OREGONIAN NEWS BUREAU, Washington, March 6.—Senators Mitchell and Fulton today called on Secretary Root and other War Department officials to urge the early approval of the report of the Engineer Board on the project for improving the mouth of the Columbia River. They laid before the department a large number of telegrams and letters from commercial bodies and other interested parties, emphasizing the importance of early action. Secretary Root told the Senators he would act on the report in about a week, or in ten days at the outside. He said it was now held up on account of requests made by L. M. Haupt, who is bringing every influence to bear to have the board's recommendations overruled and his reaction jetty substituted. The Senators gave the Secretary to understand that the people of Oregon are well satisfied with the board plan, and believe their unanimous judgment cannot be improved upon. In view of the great importance of the work, they do not now want any experimenting at the mouth of the Columbia River.

Root Will Approve Report. Secretary Root did not say what action he would take, but strongly intimated that he would approve the board report. He said that as soon as the report was acted upon the work would be done with all possible speed, and that his department was desirous of affording relief to the commerce of the Columbia River with the least possible delay.

Senator Fulton intended, as soon as he has more data and details, to take up with the War Department the matter of the right of way for the state portage road between The Dalles and Celilo, for which the Legislature recently made the appropriation. He desires to secure permission from the Government to construct this portage road over the right of way that was acquired for the old boat railway, which is now the property of the Government, and which will not be required for canal purposes.

Temporary Relief Delayed. As heretofore stated, the transport Grant, which is being overhauled for use as a sea dredge, with a view to cutting a temporary channel across the bar while the jetty work is under construction, will not be ready for actual work until late in the summer. This is unfortunate, but the condition of the shipyards on the Pacific Coast was such that the work could not be done in a shorter time. There is considerable speculation as to how much of the crest of the bar the Grant will be able to remove during the latter part of the season, the amount being regulated by the length of time she is able to work. In the roughest of weather there will be no dredging, but the size of the ship is such as to enable her to operate in moderate weather, and at times when the sea runs fairly high. The department feels reasonably certain that the Grant will be ready for work during August, and every effort will be made to complete the overhauling of the vessel by that time. Her pumps are nearing completion already, and will be at the navy-yard long before the ship is ready to receive them.

ALL READY TO BEGIN WORK. Engineer Langhitt Only Awaits Orders From War Department. "Every preparation has been made for jetty-building at the mouth of the Columbia, and all we are now waiting for is notification from Washington to begin work."

Captain W. C. Langhitt, United States Engineer, gave out this encouraging information yesterday. "We have materials on hand," resumed Captain Langhitt, "for beginning the construction of the jetty right away, and by the time these are used we shall have obtained more for future operations. The chief delay will be in getting stone for the jetty."

Next week the report of the special Board of Engineers will be passed upon by the Secretary of War, and no doubt will be approved. The Oregon delegates

at Washington has been urging the Secretary of War to dispose of the report right away, in order that the full summer period might be used in building the jetty. Time is getting to be very precious, especially because delay will retard construction in the best part of the year.

Yesterday the Portland Chamber of Commerce received telegrams from Senators Mitchell and Fulton, who said that the Secretary of War would act on the report of the engineers within ten days. Senator Mitchell's dispatch was as follows:

Senator Fulton and I had a conference with War Department officials today, and were assured that final action would be taken on the report of the Board of Engineers concerning the Columbia River improvement at the very earliest within 10 days. The delay has been caused by Professor Haupt and others demanding hearings. There is no doubt but the report of the board will be approved and that they thought within about four months, or five at the most, the dredge would be at work on the bar.

Senator Fulton's dispatch was as follows: Senator Fulton and myself held extended conference with War Department officials yesterday. Assured that a decision will be announced within a week or 10 days at the most. If plan recommended by Board of Engineers is approved, as I have no doubt it will be, work will be pushed at once by department.

The War Department evidently knows of the emergency at the mouth of the Columbia, and is planning to begin work at once. The Oregon delegation at Washington will keep the emergency constantly before the attention of the department. Senator Ankeny, of the State of Washington, has been urged to co-operate with the Oregon delegation.

Professor Haupt is very insistent for his "reaction jetty." His theory of currents and bar movements is a pretty one, but the Board of Engineers decided against it in principle. The engineers reached this decision after long consideration, which delayed their report several months. Now Professor Haupt evidently has secured a final hearing before the Secretary of War.

As soon as Secretary Root approves the report preparations will be made for letting contracts. Construction of the transport Grant has advanced right away, as Captain Langhitt has said. But stone cannot be secured at once—perhaps not for 90 days. Advertising for bids will commence at least 30 days hence, and no contract is awarded until the successful bidder must have time to procure equipment for quarrying and delivering the stone.

George Taylor, chairman of the navigation committee of the Chamber of Commerce, was highly gratified yesterday by the dispatches from Washington. "I am very much pleased," said Mr. Taylor, "and very much pleased. Early action by the War Department is greatly appreciated by us. If work should not begin early, the whole summer might go by with little or nothing accomplished. It is our hope that the report of the Columbia River Board of Engineers at Washington has been for the Columbia. He has started in right, and I am glad to see it."

GOVERNOR GEER IN OMAHA

Will Confer With Nebraska Officials on Lewis and Clark Fair.

OMAHA, March 6.—T. T. Geer, ex-Governor of Oregon, is in the city, on his way to St. Louis. His trip is for the purpose of attending the Lewis and Clark Exposition to be held in honor of Lewis and Clark in Portland in 1905. Ex-Governor Geer will go to Lincoln and confer with Governor Fletcher and other state officials before his return home.

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ROAD BILL PASSES

Olympia House Wants Good Highways.

MUCH IS SAID ON SUBJECT

County Commissioners to Supervise Road Building.

NO MORE WORKING OUT TAXES

Road Work Costing \$150 to Be Done by Contract—Opposition Came Chiefly From Country Members—Important Measure.

A good roads bill passed the Olympia House yesterday, after much time spent in debate. The bill makes many changes in the present system of road-building, and is one of the most important measures passed this session. If the bill becomes a law there will be no more working out of road taxes, and all road work to cost in excess of \$150 must be done by contract. Most of the opposition to the bill came from the country members, while the city representatives furnished the chief supporters.

OLYMPIA, Wash., March 6.—(Staff Correspondence.)—The good roads bill came up in the House this morning shortly after 9 o'clock, and enjoyed the distinction of taking up more time than has been devoted to any other measure that has been up this session. The debate covered a wide range, and everybody took a hand in it, the arguments for and against covering everything from politics to religion. Most of the country members opposed it, and all of the city members favored it. There may have been a question in the minds of some of the supporters of the bill as to what it may accomplish, but there was no question with them as to the unsatisfactory system now in force. Mackenzie of Whitman led the opposition to the bill, and he made a very creditable effort to stem the tide of disapproval of the present system of road-building and repair.

The bill was introduced by Ferguson of Snohomish, and provides for a new system of levying and collecting road, bridge, poll and property taxes. The interesting feature of the bill is that it takes the direct supervision of road work out of the hands of the Supervisors and places it with the County Commissioners. It also eliminates the time-honored custom of working out the taxes by either men or teams, and that all road-work to cost in excess of \$150 must be handled by contract, approved by the Board of County Commissioners. These new features make it one of the most important bills passed this session.

Ratne of King was the first man on his feet to oppose the bill. He said he could see in it nothing but an attempt to get the road system into politics, and he had 100 amendments which he would offer at a time if the House persisted in wasting time on it. Gleason favored the bill, because he said the old plan of Road Supervisors had never accomplished any permanent good in roadbuilding, and that there were country roads in his old home in Ohio which had been worked for 100 years and were in as bad condition now as they were 100 years ago. Cameron said the bill would make political bores out of honest Road Supervisors. He opposed the contract system on any kind of state work, and asked the House how they liked it as applied to state printing and the State Capitol building.

A Lover of the Antique. Easterday made a humorous speech in announcing his determination to vote against the bill. "I am a lover of the antique," said he, "and cannot bear to disturb the ancient custom where the Road Supervisor, coming with the grace of the Duke of Buckingham, rides forth on his gaily bedecked charger and rallies his cohorts to 'do the roads.' At this glacial meeting everything from a to lizard is discussed, and the roads are not materially injured. By this new bill you are not sure what you are going to get. You are placing too much in the hands of one over-seeing when you give him a district extending from somewhere to the setting sun."

Maloney also attacked the present system of road supervision. Benn of Chehalis said his county had spent \$1,000,000 on roads under the present system, and did not have a mile of good road in the county except where the Almighty had built it across a gravel prairie. Philbrick also made a strong plea for the passage of the bill. Mackenzie of Whitman put up a witty fight against the bill and in vigorous language resented the imputation of Benn, who had alluded to the Supervisors as road agents.

A steady flow of amendments followed the reading of the different sections of the bill, but most of them were voted down without much difficulty. A motion to postpone indefinitely was lost, and at 12 o'clock the House got final action on the bill with the following result: Ayes—Allis, Bassett, Benn, Brewer, Brown, Butler, Carle, Clark, Cole, Collins, Cooney, Corliss, Craigm, Crandall, Delaney, Dickson, Dilling, Dunn, Emery, Ferguson, Field, Fletcher, Gleason, Gray, Griffin, Gunterston, Hastings, Hopp, Jeffries, Johnson, of Ferry, Jones, King,

Levy, Lewis, Lindsay, Lingerman, Magloney, McCoy, Mackenzie, McNeill, Miller, Molstad, Morgan, Morrill, Palmer, Peaslee, Philbrick, Roth, Stark, Stevenson, Thacker, Thompson, Tibbitts, Veness, Weir, Wells, Whitman, Wilson of Walla Walla, Wilson of Kittitas, Mr. Speaker—60.

Noes—Cameron, Child, Coate, Denton, Dix, Durham, Easterday, Elmiller, Frostad, Haynes, Henry, Howard, Howell, Hunter, Knoblock, Morrill, Muse, Pogue, Parcel, Raina, Witter, York, Zenker—7.

Mackenzie changed his vote to aye and made a motion to reconsider the vote. Roth moved that this be tabled, and it was done. E. W. W.

BY CONTRACT, NOT STRIKE

Lake Shipowners Settle Wage Question With Unions.

DETROIT, March 6.—The executive committee of the Lake Carriers' Association today closed season contracts with the Grain Scoopers' Union, of Buffalo, and the Marine Cooks and Stewards' Union, of the Great Lakes. A contract with the Lake Seamen's Union was closed on Wednesday. This is the first time in the history of the lake trade that both interests have joined hands for their common good, the carriers recognizing the unions, increasing wages and giving better conditions generally. In return the unions agree not to enter into sympathetic strikes and to submit all grievances to arbitration instead of striking.

MEDIATION IS A FAILURE.

Canadian Pacific Strikers Name Terms Which Company Rejects.

VANCOUVER, B. C., March 6.—While some negotiations are in progress looking to a settlement of the strike of the United Brotherhood of Railway Employees, there has been little change in the strike situation during the past 24 hours. A committee of the Vancouver Board of Trade has had several conferences with the strikers in the hope of mediating with the result that conditions of settlement have been interchanged between the strikers and the company.

The strikers demand the return to work of all reasonable employees and no discrimination against the union. The company is willing that the strikers return to work as individuals provided the company conditions should be subjected to discipline for anything that might have occurred prior to the strike. The company, however, declares that it will not recognize the United Brotherhood of Railway Employees, even to the extent mentioned in the terms of the strikers.

Meantime the tie-up of the Canadian Pacific railway and steamship business has continued. Rates of freight in one or two new directions, a suspension of the mining of coal at Nanaimo likely to be handled by the company's "scab" labor being one of the indirect threats of strike continuance.

TROOPS WILL STAY ON GUARD.

General Chase Makes Declaration Regarding Colorado Strike.

COLORADO SPRINGS, Colo., March 6.—Brigadier-General John Chase, in command of the troops at Colorado City, returned this evening after conferring with Governor Peabody in Denver, and stated that the executive left it with him to request the Western Federation of Miners not to ship ore to the Colorado City mill. There was no trouble today.

"We will not move a single man," said General Chase, "until the situation in Cripple Creek is cleared. Should there be trouble following the refusal of the Mine Operators' Association to accede to the request of the Western Federation of Miners not to ship ore to the Colorado City mill, we are in a position to put 100 to 150 men in the mill, and to place pickets around the houses of employees of the mill. President Meyer, of the Federation, went to Denver today to the headquarters of the Federation, and stated that he left that, if the necessity arose, a strike would be called in the Cripple Creek district on March 9, the limit named in the demand of the Federation to the mine operators not to ship ore to the Colorado City mill. There was no trouble today.

They Strike for Their Beer.

NEW YORK, March 6.—About 350 employees of the Tiffany Glass & Decorating Company are on strike because their daily supply of beer has been cut off by the firm. The men say that the water is unfit to drink and that three days ago the company ordered that no more beer be allowed in the place. One of the foremen said that every day there was a procession of beer cans to and from the saloon.

Judge Adams Is Denounced.

PADUCAH, Ky., March 6.—At the Western Kentucky District Miners' convention today W. H. Harty, of Birmingham, Ala., made a speech denouncing Federal Judge Adams, of St. Louis, for granting an injunction to prevent the Wabash employees from striking. He said, if Judge Adams was within the law, American working-men were in a worse condition of slavery than the negroes before the Civil War.

Peace in Hat Factories.

DANSBURY, Conn., March 6.—The difficulty between the hat manufacturers and their engineers has been adjusted.

BLOW AT KENTUCKY TRADE

Railroads Issue Strict Order Regarding Lignors Shipped to Kansas.

LOUISVILLE, March 6.—The Courier-Journal tomorrow will say: Whisky dealers who ship goods to Kansas are faced with a proposition in the shape of an order issued by all railroad lines in that state, which probably will have the effect of depressing trade to a considerable extent. The order requires the prepayment of freight and the guarantee of the return freight if the consignment is not delivered in ten days. It prohibits the practice of consigning shipments to fictitious individuals or firms.

Kansas is a prohibition state, and this order comes as the result of a state law which aims to cut off the source of supply of the "blind tigers" as far as possible. It is believed the order will have the effect of stopping all shipments of liquors on consignment.

Money Paid to Tillman's State.

WASHINGTON, March 6.—The Treasury Department today issued warrants aggregating \$8,137 in favor of the State of South Carolina in satisfaction of the claims growing out of the War of 1861. The payment was directed by the general deficiency bill, approved March 3, 1902.

Mexican War Minister Dead.

CITY OF MEXICO, March 6.—General Pedro C. de la Barrera, Minister of War, and Marine Inspector in General Diaz' Cabinet, is dead.

DRAKE HAS WON

Contest for Deschutes Water Dismissed.

IRRIGATION CAN GO AHEAD

Hutchinson's Claim of Prior Right Is Rejected.

DECISION GIVEN BY HITCCKOCK

Last Obstacle to Reclamation Work by Pilot Butte Company Is Removed by Dismissal of Rival Company's Claim.

The protest of C. C. Hutchinson against the granting of right-of-way for irrigation canals on the Deschutes River to the Pilot Butte Development Company has been dismissed by the Secretary of the Interior. This removes the last obstacle to the beginning of work by the Pilot Butte Company under the Carey act.

OREGONIAN NEWS BUREAU, Wash-

ington, March 6.—Secretary Hitchcock has affirmed the action of Land Commissioner Richards, dismissing the protest of C. C. Hutchinson, president of the Oregon Irrigation Company, against the granting of the application of the Pilot Butte Development Company for rights of way for canals, by which the latter company proposes to divert the waters of the Deschutes River to reclaim lands recently segregated under the Carey act.

Hutchinson has been making a long fight on the Drake or Pilot Butte applications made under the right of way act, alleging that he and his company had prior rights and that by reason of rights of way located up stream from the point where the Pilot Butte Company proposes to take the water, he had full control of the water of the river and that therefore the Pilot Butte Company was practically without right to the water.

After a careful review of the facts the Secretary finds that there is no right or justice in the contention of Hutchinson. Furthermore he applied out of time from the adverse action of the Land Office and on this ground the appeal could be dismissed. But aside from this irregularity, careful examination of the protest discloses no reason for reversing the action of the Land Office.

The Secretary's decision removes the last obstacle that threatened to delay the work of the Pilot Butte Company, and furthermore the decision is final.

BRYAN CAUSES NEW ALARM.

By Proposal to Organize Clubs to Defeat Kansas City Platform.

OREGONIAN NEWS BUREAU, Washington, March 6.—Considerable interest is manifested here in the publication of a squib from Bryan's Commoner, in which he defends his action in advising the organization of Democratic clubs pledged to make the Kansas City platform an issue in the next Democratic convention. Bryan denounces those who call this a movement towards a bolt and says that this cry comes from those who were bolters in 1896 and 1900. He asserts that the organization of such clubs is on a similar line to that of the Bimetallic League that was organized in Memphis in 1896 and which resulted in carrying the silver issue in the convention of 1896.

This declaration on the part of Bryan has caused considerable consternation among leading Democrats here, because they remember how potent was the silver movement in 1896, and fear that Bryan will control the convention to the extent of preventing the nomination of an Eastern man who was not identified with silver during the last two campaigns. They hope, however, that his reference to the Bimetallic League will put Democrats on their guard and prevent them from repeating the folly of the last two campaigns.

The boomers of Judge Parker, who have industriously tried to make him the Democratic candidate next year, have been somewhat saddened by the activity of David B. Hill. Reports coming from Albany say that he has determined to have the New York delegation in the next national convention. Of course, Hill could not be elected, but if he takes a delegation away from Parker, it would make the nomination of the New York Judge very doubtful. New York Democrats say that Hill's strength since the last state convention has been greatly increased and, unless some great effort is made, it will be impossible to take the control of the party away from him.

Senator Ankeny Better.

OREGONIAN NEWS BUREAU, Washington, March 6.—Senator Ankeny was somewhat improved today. He was up and about his room, but did not go out.

Canadian Postal Rate Reduced.

OTTAWA, March 6.—Sir William Mulock has obtained the consent of the Postmaster-General of England to reduce the rate of Canadian newspapers and periodicals posted in Canada for transmission to England to the same rate as if posted for delivery in Canada. The reduction takes effect tomorrow.

Kathryn Kidder Has Recovered.

LITTLE ROCK, Ark., March 6.—Miss Kathryn Kidder, the actress, has recovered from a slight attack of pneumonia, and will resume her Texas tour at once.