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## TUG AS FREBOAT

### Not a Good Tug, Either, Is Bought by City.

## HAS FAILED EVERYWHERE

### Haste of Executive Board to Acquire Marine Junk.

## MUST BE ENTIRELY REBUILT

### Special Committee Grasps Eagerly at Offer of Hooded Boat, Which Steamboat Men Say Is Useless for Purpose.

The special committee of the municipal Executive Board yesterday decided to buy the old tug Ernest A. Hamill for \$21,750 and spend \$30,250 in the vain effort to transform it into a fireboat.

The Hamill has proved a failure at every business to which she has been applied, and river-front men say she will be equally a failure as a fireboat.

The excuse made for buying her is that she can be reconstructed and equipped in four months, while it would take a year to build a new fireboat.

The special committee of the Executive Board of the City of Portland yesterday decided to purchase a fireboat. The craft decided on is at present not enough of a fireboat to hurt anything, probably never will be. In fact, her qualifications as a fireboat are much the same as those of the article that would have been a good gun if it had a new lock, stock and barrel. Still, she has a "past," and in these melodramatic days of problem plays anything with a past comes higher than the real thing. The new boat, which, according to the testimony of Expert Ballin, of Goldsborough fame, is so homely that he would be ashamed to have his name on her, and "is a very difficult boat to steer," is the Ernest A. Hamill, one of the relics of the defunct Pacific Packing & Navigation Company. She was originally built for John Cudaby, of Chicago, to run as a towboat on the Yukon, and, proving a flat failure at this business, was unloaded on the fisheries company, which was then accumulating the varied assortment of gold-bricks which finally carried it into bankruptcy. The Hamill kept her record good by proving a failure in the fishery business, and for the past two years has been rusting on the beach at Fairhaven.

The last Legislature passed a law empowering the City of Portland to levy a special tax for the purpose of building a fireboat. This tax was estimated to not from \$50,000 to \$65,000, an amount which was considered ample for the kind of a fireboat that the City of Portland would need. The news that Portland was in need of a fireboat reached the ears of Thomas McGovern, receiver of the Pacific Packing & Navigation Company. The Ernest A. Hamill was useless as a towboat, was useless as a fishboat, and was apparently unsuitable for anything else, but "dear old Tom" McGovern, with that sublime confidence that has made him famous from "Prisco to Bristol Bay," decided that she was just the kind of a fireboat Portland was looking for. The estimate of Mr. Ballin, of Goldsborough fame, showed that, to place the Hamill in condition to do duty as a fireboat, would require the expenditure of \$36,250 in addition to the \$21,750 which McGovern asked for her. This makes a total of \$58,000 for the boat when completed, or within \$2000 of the minimum amount available, and all of McGovern's friends will wonder how he made a mistake of \$2000.

**Hamill's Inglorious Record.**  
The meeting was called to order at 4:30 yesterday afternoon, and on invitation of the Mayor, Mr. Gorman, a Puget Sound fishpacker, appeared for Mr. McGovern and gave a brief history of the steamer and of the reasons for her sale. He announced that, to place the Hamill in condition to do duty as a fireboat, would require the expenditure of \$36,250 in addition to the \$21,750 which McGovern asked for her. This makes a total of \$58,000 for the boat when completed, or within \$2000 of the minimum amount available, and all of McGovern's friends will wonder how he made a mistake of \$2000.

on her. He further stated that she was a very difficult boat to steer. MacMaster asked him if it would not be possible, by using forced draft, to make the boilers now in the boat supply steam enough for the pumps. The expert said it would be impossible.

**Order of Court Is Secured.**  
A few questions of no particular importance were asked, and then Mr. Goddard made a motion that the board purchase the steamer at the stipulated price of \$21,750. This was seconded by Mr. Fiedner. An amendment was offered by Mr. MacMaster, reducing the amount to \$20,000, giving as his reason that it had been reported that a lower offer would be accepted by the owners. Mr. Gorman came to the rescue with a statement that Mr. McGovern had secured an order from the court empowering him to sell the boat at \$21,750. The Mayor showed his great respect for orders of the court by stating that if the order had been made for that amount it would be useless to offer any less. Mr. Ballin helped the good work along with a suggestion that great delay might ensue if it became necessary to have the order changed.

E. M. Brannick, manager of Studebaker Bros., and one of the Chamber of Commerce committee instrumental in securing the passage of the fireboat bill, then addressed the committee. He told it very plainly that the members of the Legislature who had assisted in the passage of the bill had promised that the money would be spent for a craft that would be a credit to the city, and he made a strong plea against the purchase of the Hamill. His plea fell on deaf ears, however, and Mr. MacMaster withdrew his amendment and every member of the committee, with the exception of Mr. Curtis, voted to find the old tug off on the City of Portland in lieu of a fireboat.

**River Front Men Disgusted.**  
Mr. Brannick was the only representative of water-front property at the meeting. With the exception of Mr. Ballin, who is a comparatively recent arrival here, and accordingly somewhat unfamiliar with the class of boats best adapted to river work, there was no one present who seemed to know anything about the matter. Down on the water front, however, there are plenty of property-owners who also know something about boats, and to say that they are disgusted at the action of the committee is drawing it very mildly indeed. There is a singular unanimity in their opinions that there is sufficient money available to secure a new boat much better adapted to the city's needs. Most of the river-front men are in favor of a stern-wheeler, and their views on this matter are well expressed by a dockowner who has also had about 20 years' experience in the operation of boats. He said:

**Wrong Kind of a Boat.**  
"It is the height of folly to bring a deep-draft propeller into a narrow harbor like this for fireboat purposes. To begin with, there is a long stretch of water front on the East Side that cannot be reached by a boat drawing more than four feet of water when the river is low. The extra weight and strength which is claimed for the Hamill is of no advantage whatever here, for the boat is always in smooth water, has no long runs to make, and all that is needed is a hull of sufficient strength to carry the boiler and pumping machinery. For this purpose a seagoing tug is not needed. Tugs are all right on the lake ports, on Puget Sound or any place where rough water is encountered. Here rough water is unknown and the distance to be covered by the boat is so short that high speed is not a necessity. The best boat for all-around purposes on the river is the stern-wheeler."  
(Concluded on Second Page.)

## NEW WAR POLICY

### Great Britain Proclaims a Monroe Doctrine.

## PERSIAN GULF BASIS OF IT

### Encroachment by Any Power Will Be Resisted.

## JUSTIFICATION OF THE MOVE

### Protection of Sea Route to India Necessary to Predominance of English Interests—People Approve Government's Attitude.

LONDON, May 6.—Foreign Secretary Lansdowne has proclaimed a British Monroe Doctrine in the Persian Gulf, and has practically notified the competing powers that any attempt on their part to establish a navy base or fortified post in those waters means war with Great Britain.

"I say without hesitation," said the Foreign Secretary, dealing with the subject in the House of Lords, "that we should regard the establishment of a naval base or a fortified post in the Persian Gulf by any other power as a very grave menace to British interests, and we should certainly resist it with all the means at our disposal."

Lord Lansdowne preceded this explicit enunciation of British policy by a review of the situation there, as affected by British interests, contending that so far as the navigation of the Persian Gulf was concerned Great Britain held a position different to that of other powers, both because it was owing to British enterprise and expenditure of life and money that the gulf was now open to the commerce of the world, and because the protection of the sea route to India necessitated British predominance in the gulf.

Lord Lansdowne's attitude in this matter generally meets with approval, although the answers thereto of the other powers interested in the gulf are awaited with some anxiety.

The newspapers here comment on the analogy of the present proceedings, which Captain Mahan so strongly recommended, to the United States policy of Monroism. The Westminster Gazette holds that the British motive, namely, the protection of the sea route to India, corresponds exactly with the American motive in excluding European powers from American waters because their territory is thereby threatened.

## RUSSIA CONTROLS RAILWAYS.

### No Other Country Can Invade Persia for Six Years Yet.

WASHINGTON, May 6.—In the Persian series of diplomatic exchanges which will appear in the forthcoming volume of foreign relations is the following communication to the State Department from Lloyd S. Griscom, who at the time of its writing was United States Minister to Persia:

"I have the honor to inform you that in view of the many inquiries received at this Legation in regard to the possibilities of obtaining concessions for the construction and operation of railroads in Persia, I have recently put the question to the Grand Vizier, and was informed by him that an agreement exists between the Persian and Russian governments whereby no railroads shall be constructed in Persia except by Russians or the Russian government for a period of ten years from the accession of the present Shah. This agreement has seven (now six) years to run before it will be possible for any of our citizens to obtain a railroad concession."

**For Relief of Northern Expedition.**  
STOCKHOLM, May 6.—The government today introduced a bill in the Rigsdag

## CONTENTS OF TODAY'S PAPER.

- National Affairs.  
President Roosevelt visits the Grand Canyon in Arizona. Page 1.  
Postmaster-General Payne orders a sweeping investigation of the postal service. Page 12.
- Political.  
Alabama Republicans admit negroes to conference for first time in history of state. Page 2.  
Republicans will contest election of Democrat as Mayor of New York. Page 3.
- Domestic.  
Fifteen men drowned by sinking of fishing schooner off Nova Scotia coast. Page 3.  
General shut-down of building in Greater New York to make striking teamsters give in. Page 2.  
Colonel A. S. Stanford, brother of ex-Senator from California, dies in poverty. Page 5.
- Foreign.  
Great Britain proclaims a Monroe Doctrine. Page 1.  
Turkey will mobilize her forces for war against Bulgaria. Page 2.  
Emperor William bids good-bye to Rome. Page 2.
- Sports.  
Scores of Pacific National League: Butte 8, Portland 5; San Francisco 1, Los Angeles 0; Tacoma 22, Spokane 5; Seattle 11, Helena 4. Page 11.  
Scores of Pacific Coast League: Oakland 5, Sacramento 1. Page 11.  
No referee chosen for Tracy-Gans fight. Page 11.
- Pacific Coast.  
Major Ellis prefers charges against Stillmacker. Page 4.  
Albany girl elopes with old man. Page 4.  
Graw elected president of State Federation. Page 4.  
Shage fever up in Southern Oregon. Page 4.  
More fever at Stanford. Page 4.  
Hume's gift to Willamette University. Page 4.  
Extra session of Montana Legislature to appropriate Fair funds. Page 5.
- Commercial and Marine.  
Review of week in local produce and jobbing markets. Page 13.  
Practical changes in stocks at New York. Page 13.  
July wheat closes lower at Chicago. Page 13.  
Large auction sale of oranges at San Francisco. Page 13.  
Port of Portland calls for bids on piling for drydock site. Page 12.  
Another lumber company enters export business. Page 12.  
Polaris-jerms' relics of Pelee disaster. Page 12.
- Portland and Vicinity.  
Fireboat committee decides to buy a hooded tug and rebuild it. Page 1.  
Master and union painters will hold conference today, and may agree on arbitration. Page 14.  
Oregon cities combine with railroads to promote immigration. Page 10.  
No rival telephone system to be established. Page 10.  
Court decides lawsuit growing out of strike. Page 10.  
Arrangements for parade in honor of President Roosevelt. Page 14.  
Nine men injured in Viento boiler explosion. Page 8.  
First Baptist Church troubles at a crisis. Page 7.

## COUNT CASSINI DENIES IT

### Not Incensed at Placing of Miss Langham's Name on List.

WASHINGTON, May 6.—Count Cassini, the Russian Ambassador, today authorized the Associated Press to send out an emphatic and wholesale denial of a report recently sent to a German paper from Washington and New York and circulated throughout Germany to the effect that the Russian Ambassador at Washington was incensed with the action of the German Ambassador in placing the name of the sister of the German Ambassador in the diplomatic list as a member of the German Embassy. The report also stated that the Russian Ambassador had engaged in a controversy with the Secretary of State regarding the matter.

In his two-fold capacity as Russian Ambassador to Washington and dean of the Diplomatic Corps, and personally, Count Cassini denies the report as "absolutely and maliciously false." The placing of Miss Langham's name in the diplomatic list never was mentioned between the Russian and German Ambassadors, nor between either of them and the Secretary of State. Secretary Hay has invariably made it a rule that all such matters should be left to the dean of the diplomatic corps for decision. Abundant precedent, it is stated, is found in the records of the State Department for the ranking of Miss Langham with the diplomatic corps, and Count Cassini's action in sanctioning it is approved both at the department and in the corps.

## SCORES AMERICAN RULE

### English Writer Says Philippine Administration Is a Failure.

NEW YORK, May 6.—The Daily Mail today published the first of a series of letters from Percival Landon, its special correspondent at Manila, showing the American failure in the Philippines, cables the War Office. Landon represents the London declares that the American campaign has made no impression in the islands; that the firing line is co-extensive with the coast line and that a feeling of utter inferiority prevails at headquarters.

The correspondent asserts that in a country depending entirely upon agriculture for its prosperity the land is being largely abandoned. He says it is time for the United States to decide whether there might be a reconsideration of its policy of the past four years.

## WRONG USE OF MILES' NAME.

### Filipino Letter Saying His Tour Was for Anti-Imperialists.

WASHINGTON, May 6.—In a recent trial at Manila there was introduced in evidence a letter taken from a Filipino and signed by a native, saying that the recent visit of General Miles to the Philippines was for the purpose of collecting evidence to aid the cause of the anti-imperialists. The letter, with other evidence, was published in a Manila paper. General Miles' name in this connection was without authority. The letter in question was referred to General Miles, who returned it with the further intimation that the view of General Davis was entirely correct, and the use of his name was wholly unauthorized.

**Rebel Leaders Sentenced to Death.**  
MANILA, May 6.—Colonel Santos and Colonel Marcelo Delacruz, leaders of the recent insurrection in Rizal province, were convicted of brigandage and conspiracy and have been sentenced to death. The date for their execution is not fixed, as the Supreme Court must review the case.

**Father Waiser Leaves Lorain.**  
LORAIN, O., May 6.—Rev. Ferdinand Waiser, who was released from the county jail today, left the city tonight in company with Rev. Mr. Boniface. Their destination is not definitely known. The departure of Father Waiser from Lorain was made the occasion of cordial assurances of respect and esteem from a number of brother priests who were in the city, among them being Rev. Charles Reichlin. It is said that Father Waiser will take a two months' rest and will then return to this territory to resume work.

## PROCLAIMS A MONROE DOCTRINE FOR GREAT BRITAIN.



FOREIGN SECRETARY LANSDOWNE.

## IN CACTIS LAND

### Arizona Welcomes the President.

## GRAND CANYON IS VISITED

### President Is Carried Away by Grandeur of Scene.

## MANY ROUGH RIDERS GREET HIM

### Indians Also Turn Out to Greet the Great White Chief—Executive Presents Diplomats to Flagstaff Graduates.

California will extend its official welcome to President Roosevelt today. The Executive's first stop will be at Barstow, but the representatives of the state will not greet him until his arrival at Redlands, where a grand reception will be held. Governor Pardee and a Legislative committee are now in that city. "Teddy's Terror" of Los Angeles, will join the committee this morning. They will act as a special escort to the President.

## GRAND CANYON, ARIZ.

Arizona welcomed President Roosevelt here today, and the welcome it gave him was a warm one. A special from Flagstaff brought a large crowd, and people also came in from the surrounding country on horseback and in wagons. The President's train arrived here at 9 o'clock this morning, and until it left at 5 P. M. he was constantly on the go. Horse were in waiting at the station as the train pulled in, and after the President had greeted a number of the members of his old regiment, he mounted and took a 12-mile ride. When he returned to the hotel, where he made a brief address to the people and presented diplomats to the graduates of the Flagstaff School.

**Arizona Rough Riders Praised.**  
"It was from Arizona," said the President in opening his address, "that so many gallant men came into the regiment I had the honor to command. Arizona sent men who won glory on hard-fought fields and men to whom came a glorious and honorable death, fighting for the flag of their country. As long as I live, it will be to me an inspiration to have served with 'Buckey' O'Neill. The President also paid a compliment to Governor Brodie, who was a member of his regiment, and who introduced him to the audience."

"Arizona," continued the President, "is one of the regions for which I anticipate the most benefit from the wise action of Congress in passing the irrigation law. I look forward to the effects of irrigation, partly as applied by the Government, and still more as applied by individuals—profiting by the experience of the Government and posibly with help from it—as being of greater consequence to all this region of country in the next 50 years than any other material movement whatsoever."

Speaking of the Grand Canyon, the President said he believed it was absolutely unparalleled throughout the rest of the world.

**Keep Grand Canyon as It Now Is.**  
"I want to ask you to do one thing in connection with it," he said. "In your own interest, and in the interest of all the country, keep this great wonder of nature as it is. I hope you will not allow a building of any kind to mar the wonderful grandeur and sublimity of the canyon. You cannot improve upon it. The ages have been at work on it, and man can only mar it. Keep it for your children, and your children's children, and all who come after you as one of the great sights for Americans to see."

The President also extended a word of greeting to the Indians who were in the crowd.

"Some of them were in my regiment," he said. "They were good enough to fight, and die, and they are good enough for me to treat as squarely as any white man. There are a great many problems in connection with them. You have got to save them from corruption, from brutality and I regret to say, at times we have to save them from certain Eastern philanthropy."

At the conclusion of his remarks, the President presented the diploma, shook hands with those whom he had addressed, and then with Governor Brodie, President Butler, of Columbia College, and Dr. Hovey, he rode out to a miner's camp about 15 miles from here, where he had luncheon. He spent the remainder of the afternoon in inspecting the canyon and at 3:30 received the members of his old regiment in his car. At 5 o'clock his train left for California. The first stopping place will be Barstow, where he is scheduled to arrive at 8:30 tomorrow morning.

## Treat for President in Yosemite.

SAN FRANCISCO, May 6.—President Roosevelt will be treated to a rare scene of beauty when he visits the Yosemite. He will see the famous valley at night illuminated by a powerful searchlight from one of the United States battleships now at Mare Island, which will be removed from the navy-yard in a few days.

## Signing of Protocol Again Put Off.

WASHINGTON, May 6.—For the third time, the signing of The Hague protocol, which was to have taken place at the British embassy tonight, was postponed. The British Ambassador is anxious that Mr. Bowen sign separate protocols with each of the three allies, and is still awaiting instructions on this point. He hopes to be able to sign tomorrow.