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BAKER CITY MAN HUNTS SON. Fears He Has Fallen a Victim to San Francisco Footpads.

SAN FRANCISCO, Nov. 22.—(Special.)—After waiting for more than three months for some word from his son, J. H. Baisley, the father of L. B. Baisley, of Baker City, Or., fearing the young man may have met with some terrible fate, is now making an effort to ascertain his whereabouts.

Emperor Receives Premier. VIENNA, Nov. 22.—Count Tizze, the Hungarian Premier, arrived in Vienna today and was received in audience by Emperor Francis Joseph.

LEDIT TO DAMBUSH Major Scott Deceived by Moro Leader.

Major Scott, who was deceived by the Moro leader, was killed in a battle with the Moros.

FIERCE FIGHTING FOLLOWS

Three Hundred Natives Said to Have Been Killed.

SIX AMERICANS WOUNDED

Forces Under General Wood Completely Rout the Rebels, and Any Further Uprising is Deemed Improbable.

The Moros have ever made the Americans trouble. They are the only tribe which consistently persists in fighting the new order of things in the Philippines.

General Wood has started an expedition against 2000 Moros hark in the mountains. No advice has yet been received from it.

MANILA, Nov. 22.—Three hundred Moros are known to have been killed and many others were carried off dead or wounded, as a result of five days' severe fighting in Jolo between the American troops under General Leonard Wood and the insurgents.

General Wood landed near Slet Lake, in Jolo, November 12. The Moros were soon located, and fighting began immediately and continued until November 17.

Major Scott was taking Panglima Hassan, the Moro leader, who had been taken prisoner, to Jolo. While en route, Hassan asked to be allowed to see his family.

The rebel position was attacked in the flank by the American troops, who occupied the town and inflicted a loss of 50 killed on the Moros' side.

The rebel forces have been literally destroyed by these operations. General Wood says the indications are that there will be no extension of the uprising which was handled without difficulty.

On November 18 General Wood started on an expedition against a body of 2000 Moros who are in the mountains east of Tablido. No news has yet been received as to the result of this movement.

General Wood had under him two battalions of the Twenty-eighth Infantry Regiment, one of the Twenty-third Regiment, a platoon of Captain George Slatley's battery, two troops of the Fourteenth Cavalry, and a detachment of engineers.

Major Scott, assisted by a force composed of three companies of the Seventeenth Infantry, a platoon of Captain D. J. Rumbough's battery, and a troop of the Fourteenth Cavalry.

WANTS THE TARIFF CUT. Philippines Desire to Trade More With the United States.

WASHINGTON, Nov. 22.—The development of the Philippine trade during the past year is displayed in the annual report of Colonel Clarence R. Edwards, Chief of the Bureau of Insular Affairs of the War Department, made public today.

The accomplishment of greatest importance to the islands during the year has been the successful launching of the new fiscal system. By January next the new system will be in complete operation.

The new circulation medium consists of 15,000,000 pesos in fractional silver coins and 10,000,000 pesos in paper money. To establish the new system and purchase the silver coinage two issues of bonds were made of \$3,000,000 each, both of which were sold at a premium.

The proceeds of the sales of these bonds were deposited and draw interest at the rate of 5 per cent, so the Government actually made money by going into debt.

Colonel Edwards emphasizes the necessity of a reduction of the Dingley tariff rates for the encouragement of trade between the United States and the Philippines. There is an active desire on the part of the Philippine commercial interests, he says, for tariff concessions, and the report states the same desire has been evinced by the same interests in this country.

The chief exports of the islands to the United States are sugar, tobacco, hemp and copra. The latter two commodities are already on the free list.

Aside from the tariff question, the matter of most serious moment is the enforcement of the Congressional act requiring the carrying trade between the United States and the Philippines, as well as the coastwise trade of the islands, to be strictly confined to vessels carrying the American flag after July 1 next.

At the present time, Philippine commerce is carried in British ships to the extent of 89 per cent of the foreign trade of the island. Other foreign vessels carried practically the remainder of this commerce, leaving only 3 per cent to American vessels.

A fleet of at least eighteen ships is being constructed, and the prediction is made that despite the apprehension now felt, American ships will be ready to take the place of foreign vessels without seriously inconveniencing the shipping interests.

The enforcement of this act, however, with reference to the coastwise trade presents a much more difficult problem. There are now no vessels engaged in the coastwise trade of the islands. Of this number, only twenty-two are American ships.

With the whole number of ships now participating in this trade, the tonnage is said to be entirely inadequate and the passenger service wretched.

It is suggested that the building of light-draft vessels to participate in this carrying business presents a splendid opportunity for the profitable investment of American capital, and the uncertainty as to probable future Congressional action on this subject is asserted to be the reason why no steps are being taken to supply the coming imperative demand for American-built ships.

BOOM FOR HANNA South Asked to Bring Him Out for President.

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CAMPAIGN IS BY MAIL

Hundreds of Circulars and Clippings Go Forth.

DESIRE "SPONTANEOUS" CALL

Ohio Senator is Not Seeking the Place, but No Man Ever Refused to Be a Candidate if the Convention Wanted Him.

Noted Yellow Fever Expert. LAREDO, Tex., Nov. 22.—Dr. D. R. Murray, a yellow fever expert of international renown, and dean of the Marine Hospital service, died today from injuries sustained in a runaway accident a week ago today while returning from the bedside of a yellow fever patient.

Death From Overdose of Drug. DENVER, Nov. 22.—John L. Jerome, a prominent capitalist and ex-Treasurer of the Colorado Fuel & Iron Company, was found dead in his bed this morning at his summer home at Buffalo Park, 40 miles from Denver.

Cousin of ex-Vice-President. LINCOLN, Neb., Nov. 22.—Mrs. Susan Hayton is dead here, aged 83. Three of her uncles, a General and two Colonels, served in the War of the Revolution, and a cousin, Daniel D. Tompkins, was Vice-President during the Monroe administration.

Celebrated French Diplomat. PARIS, Nov. 22.—Marquis de Cabris, the celebrated French diplomatist, is dead. He was born in 1820.

HEYBURN STANDS BY SMOOT. Idaho Senator Sees No Valid Reason for Unseating Utahan.

SPOKANE, Wash., Nov. 22.—Senator W. B. Heyburn, of Idaho, arrived in Spokane this morning on his return from Alaska and left for Washington on the afternoon train, accompanied by Mrs. Heyburn.

Will Be Guests of Roosevelt. Representative of Butte Labor Unions to Be Entertained Tomorrow.

WASHINGTON, Nov. 22.—The seven representatives of the labor unions of Butte, Mont., who arrived in Washington today are to be entertained by President Roosevelt at luncheon Tuesday.

HONOR THEIR "WHITE MOTHER" Seneca Indians Officiate in Last Rites for Mrs. Converse.

NEW YORK, Nov. 22.—The last rites were performed today over the body of Mrs. Harriett Maxwell Converse, "the great white mother," of the six nations of the great Iroquois confederacy.

SHAKE-UP IN SENATE COMMITTEES WILL COST HIM PLACE LONG HELD.

Senator John T. Morgan, indefatigable worker for an isthmian canal.

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NO HOPE FOR SHIP Discovery Lost—Thirty People on Board.

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ALASKA WATERS THE SCENE

Pieces of Wreckage Are Coming In.

VESSEL CAUGHT IN STORM

Passengers and Crew Were Principally From Puget Sound Cities, and Several Were Quite Prominent.

The number of people aboard the Discovery, passengers and crew, is estimated at 20. The vessel left Yakutat October 29, according to the officers of the steamer Nome City, and was never seen after that. She is believed to have encountered a storm which simply broke her to pieces, the disaster occurring probably within 24 hours after she left Yakutat.

The Discovery was built at Port Townsend in 1898 for the Puget Sound trade. She has been in the Nome traffic for the past three years.

SEATTLE, Nov. 22.—A special dispatch to the Post-Intelligencer from Juneau, Alaska, announces that J. Bent, a passenger on the steamer Excelsior, Captain Moore, arriving today, reports that a mass of wreckage from the steamer Discovery had washed ashore at the mouth of Seal River, 30 miles below Yakutat.

Bent's information makes it practically certain that the Discovery is lost, and leaves little hope for either passengers or crew. It is believed that everybody on board perished.

The wreckage found, Bent says, consists of pieces of life-boats, life preservers and large pieces of her hull. He states that a terrific storm prevailed for a week prior to November 16, on which date he boarded the Excelsior at Yakutat, having walked 30 miles from Seal River to catch the steamer.

The Yakutat Indians were watching the beach for bodies and they claim to have found a large piece of mast and a man's coat.

Of the men known to have been on board the Discovery, Captain M. R. Walters was born in New York State 28 years ago and came here 18 years ago. He has a wife and five boys in Port Townsend. Captain Walters was interested in the schooner Frank W. Howe and Vance, of Port Townsend, and owns a fine dairy farm at Chinicum, in Jefferson County. He is also one of the stockholders of the American Tugboat Company, of Everett, and went north as manager of the company.

Captain J. H. McGrath, master of the Discovery, was until last year with the surveyor Patterson. Edward Ford, a first officer, is a brother of Captain Ford, of the steamship Paragon.

Guy Wolford, chief engineer, lives at Everett, where, just prior to starting north this year, he was married. He is 36 years of age, and for a number of years was engineer of the revenue launch Guard. He was married to a daughter of Edward Vanasco, purser, is a native of New York State and came to Port Townsend in 1887. He is 49 years of age. William Danglefield, steward, has been a resident of Port Townsend for four years. Robert Carlson, deck-hand, has been in the employ of the company for the past three years and was aboard the steamer Elm-moore, which was lost last year.

Other members of the crew who are known are Henry Price, second engineer, of Everett, and William Shady, fireman, of Everett.

SHIP LOST WITH MANY OF CREW

French Bark Francoise Koppe Goes Down at Point Reyes.

POINT ARENAS, Cal., Nov. 22.—The steamer Scotia has arrived here with five of the crew of the French bark Francoise Koppe, which was wrecked Friday night near Point Reyes. Thirteen of the crew are unaccounted for. The bark Francoise Koppe was bound for Newcastle, Australia, to San Francisco, and was 79 days out.

The Francoise Koppe was loaded with coal. She was a steel bark of 1728 tons and was built at Nantes, France, in 1900.

OREGON MEN SAID TO BE OUT. Woman Mine Promoter Alleged to Have Done a Thriving Business.

SAN FRANCISCO, Cal., Nov. 22.—(Special.)—As a result of implicitly relying on the representations made by a woman mine-promoter and her mining expert, three men holding from as many states yesterday instituted actions for damages in the Superior Court in Oakland against Martha E. O'Dell and G. G. Fremont.

Mrs. O'Dell is represented to have been conducting a mining bureau on the correspondence plan, and Fremont is alleged to have been the mineralogist she quoted to prove the truth of her rosy assertions as to the fabulous wealth to be made by those who invested as she advised them to do.

Albert H. Lee, who sails from Oregon, is an alleged victim of the O'Dell-Fremont Mining Bureau. It was in May last that Horn came from Nebraska, but Lee states he did not become interested in the O'Dell Edorale until July. So impressed was Lee with the glowing description of wealth to be dragged from the mine that he sold his property in Oregon at a loss of \$300 and hurried to California to get a slice of bullion in the O'Dell mine before he had all been extracted by others. Lee now calculates he is out \$1200 on the venture and wants Mrs. O'Dell to reimburse him. He asserts that numbers of ranchers in Oregon are victims, some having sold their homes to in-

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