

WANTS \$2,000,000 FOR MILITIA.

Parties Agree on Unanimous Report to House.

HEPBURN YIELDS POINT

His Measure Accepted by Democrats When He Incorporates Some of Their Recommendations.

WASHINGTON, Jan. 23.—After a conference held this afternoon, the House committee on interstate and foreign commerce today agreed upon a rate bill to be known as the Hephburn bill and to be reported to the House with the unanimous recommendation of the 18 members of the committee.

Accept Democratic Provision.

Hephburn and other Republicans agreed to accept the wording of the Democratic bill in the provision for the fixing of the maximum rate. The amendment which was accepted provides that the commission shall fix a just, reasonable and fair remunerative rate, which shall be the maximum rate.

Rates Stand for Three Years.

A section of the Davy bill requiring that the Attorney-General in appealed cases shall file the certificate necessary to expedite the hearing was incorporated in the amended bill. Another amendment provides that orders of the commission shall continue in force for three years unless repealed.

CONTINUES EIGHT-HOUR LAW

House Also Knocks Out Perquisites of Canal Commission.

WASHINGTON, Jan. 23.—The eight-hour law cannot be abrogated for work on the Panama Canal and canal commissioners cannot receive additional compensation beside their salaries as commissioners. These two changes in the urgent deficiency appropriation bill now under consideration by the House.

Naval Maneuvers in Europe.

NEW YORK, Jan. 23.—A cable dispatch to the Herald from Algiers says: The cruisers Brooklyn, Tacoma, Chattanooga and Galveston, under command of Admiral Sigsbee, which arrived from Tangier at 10 o'clock yesterday morning, will remain until Saturday, when they will leave for Villefranche.

Progress of Drydock Dewey.

WASHINGTON, Jan. 23.—Rear-Admiral Dundas, Commandant of the naval station at San Juan, Porto Rico, under date of yesterday, sent the following cablegram to the Navy Department regarding the drydock Dewey:

Elkins Rate Bill Discussed.

WASHINGTON, Jan. 23.—The Senate committee on interstate commerce today discussed the Elkins rate bill, following the plan adopted for the con-

sideration of the several measures pending before the committee. The discussion was not concluded and will be resumed Friday.

Wants \$2,000,000 for Militia.

WASHINGTON, Jan. 23.—The National Guard Association today reaffirmed its approval of the bill pending in the Senate and House, carrying an annual appropriation of \$2,000,000 to increase the efficiency of the militia and to promote rifle practice.

Sends Sympathy to Brazil.

WASHINGTON, Jan. 23.—Immediately upon receipt of official news of the destruction of the Brazilian battleship Aprisland, Secretaries Bonaparte sent a cablegram to the Brazilian Minister of Marine extending sympathy.

DRAW LINES ON STATEHOOD

(Continued from Page 1.)

these three men have been convinced that joint statehood for Arizona and New Mexico is unwise, particularly as Arizona is overwhelmingly opposed to admission with New Mexico and is willing to remain a territory rather than come into the Union under such circumstances.

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WALEN ROCKS

(Continued from Page 1.)

less her master keeps too far seaward to see the wreck.

HUNDRED REPORTED DROWNED

Lighthouse-keeper at Carmanah Files the First Telegram.

VICTORIA, B. C., Jan. 23.—A dispatch from Cape Beale says the steamer lost in the Valencia of San Francisco, which went ashore on the Vancouver Island coast near Cloo Oee. The lighthouse-keeper says between 30 and 40 were drowned.

WHALE GOES TO THE RESCUE

Orion Is Said to Be Trying to Save the Shipwrecked.

VICTORIA, B. C., Jan. 23.—(G. P. M.)—Carmanah reports a ship's boat passed there at 1 P. M., with several people in it. It is reported that the whale, which was seen in the vicinity of the wreck, was trying to save the shipwrecked.

SEATTLE OFFICES BESIEGED

Friends of Passengers on Valencia Insane From Grief.

SEATTLE, Wash., Jan. 23.—(Special.)—Almost crazed by grief, friends of passengers on the steamer Valencia, failing to get any information of the peril of the ones they cherished, beat upon the barred gates at the Pacific Coast Company's docks tonight.

HUNDREDS OF LIVES AND VALUABLE CARGOES LOST OFF CAPE BEALE, CAPE FLATTERY AND WEST COAST OF VANCOUVER ISLAND

Few if any other regions in the known world are more dreaded by mariners than Cape Beale, Cape Flattery and the west coast of Vancouver Island. Hundreds of lives and ships and cargoes valued at millions, have been lost in this wild region where wind and wave run riot.

- King David, British ship, from Salinas Cruz for Puget Sound, wrecked on reef off North Point, December 23, 1897; 15 lives lost.
Pass of Melior, British bark, from Ancon for Puget Sound, wrecked off Uclulet Arm, Vancouver Island, January, 1906; 24 lives lost.
Lanora, British bark, from Tacoma for Queenstown, wrecked off Uclulet Arm, March, 1904; 25 lives lost.
Triumph, British schooner, from Chiroquet for Bering Sea, wrecked off Claverton Sound, February, 1904; 21 lives lost.
Cochran, British bark, from Victoria for Honolulu, foundered off Vancouver Island, December, 1902; 40 lives lost.
Liberty, Portland bark, from Piquaga for Victoria, foundered off Cape Flattery, November, 1900.
Jane Grey, American schooner, from Seattle for Alaska, foundered off Cape Flattery, May, 1888; 24 lives lost.
John A. Taylor, American schooner, from San Francisco for Puget Sound; wrecked on Carmanah Point, October, 1899; two lives lost.
Kroenke, American schooner, from Shelton for San Francisco, foundered off Cape Flattery, December, 1898; 21 lives lost.
Montserrat, Nicaraguan steamer, from Departure Bay for San Francisco, foundered off Cape Flattery, December, 1884; 30 lives lost.
Cape Flattery, American schooner, from Seattle for San Francisco, foundered off Cape Flattery, September, 1884; 23 lives lost.
Michigan, American steamer, from San Francisco for Puget Sound, wrecked near Bonilla Point, west coast of Vancouver Island, January, 1882; one life lost.
Leonora, Chilean bark, from Valparaiso for Puget Sound, wrecked October 4, 1882, between Quilllate and Flattery; six lives lost.
Sarah, Nova Scotian ship, from Manila for Puget Sound, wrecked on west coast of Vancouver Island, November 8, 1891; two lives lost.
Dare, American schooner, from San Juan for Puget Sound, wrecked near Bonilla Point, west coast Vancouver Island, December, 1890.
Nelle May, American bark, from Puget Sound for Callao, foundered off Claverton Sound, west coast Vancouver Island, January, 1890; 12 lives lost.
Port Gordon, British ship, from Adrosana for Tacoma, wrecked near Destruction Island, February, 1889; four lives lost.
Candalaria, American bark, from San Francisco for Tacoma, wrecked near Destruction Island, August, 1888.
Duchess of Argyll, British bark, from Liverpool for Vancouver, wrecked near Port San Juan, Vancouver Island, October, 1887.
Austria, American bark, from San Francisco for Tacoma, wrecked on Flattery rocks, January, 1887.
St. Stephen, American ship, from Vancouver Island to Seattle, wrecked on reef off Kiyooquot Sound, west coast Vancouver Island, April, 1887; 22 lives lost.
Eldorado, American bark, from Puget Sound for San Francisco, foundered off Cape Flattery, April, 1887; 15 lives lost.
Belvidere, American ship from Wilmington, Cal., for Puget Sound, wrecked near Bonilla Point, Vancouver Island, November, 1886.
Harvey Mills, American ship, from Puget Sound for Francisco, foundered off Cape Flattery, December, 1886; 18 lives lost.
Edwin, American ship, from Puget Sound for San Francisco, foundered off Cape Flattery, December, 1886.
Sierra Nevada, American ship, from Seattle for San Francisco, foundered near Bonilla Point, west coast Vancouver Island, November, 1886.
Lizzie Marshall, American ship from San Francisco for Seattle, wrecked near Bonilla Point, west coast Vancouver Island, February, 1884; one life lost.
Thomas R. Foster, American bark, from Equimalta for Honolulu, foundered off west coast Vancouver Island, December, 1884.
C. C. Taylor, American bark, from Seattle for San Francisco, foundered off Cape Flattery, February, 1882; two lives lost.
Revere, American ship, from Honolulu for Puget Sound, wrecked near Port San Juan, Vancouver Island, August, 1882.
Malleville, American bark, from Shanghai for Puget Sound, wrecked near Hequet, west coast of Vancouver Island, October, 1882; 20 lives lost.
Baker, American ship, from Seattle for San Francisco, foundered off Cape Flattery, January, 1882; one life lost.
Twenty-First-of-May, Chilean bark, wrecked near Race Rocks, Straits of Fuca, December, 1881.
General Cobb, American ship, from San Francisco for Puget Sound, near Cape Beale, west coast Vancouver Island, January, 1880; one life lost.
Brevard, American ship, from Seattle for Puget Sound, wrecked near Cape Beale, west coast Vancouver Island, July, 1879.
Marmion, American ship, from Puget Sound for San Francisco, foundered off Cape Flattery, November 3, 1878.
Gem of the Ocean, American ship, from Seattle for San Francisco, wrecked near Port San Juan, west coast Vancouver Island, August, 1878.
Grace Darling, American ship, from Nansaimo for San Francisco, foundered off Cape Flattery, January, 1875; 13 lives lost.
Commodore, American ship, from San Francisco for Seattle, wrecked near Patook, January, 1875.
Cambridge, American bark, foundered off Cape Flattery, June, 1872; one life lost.
Suffield, British ship, from San Francisco, for Moodyville, wrecked near Race Rocks, November, 1871.
Pacific, American steamer from Puget Sound for San Francisco, sunk in collision in Straits of Fuca, November 25, 1869 lives lost.
Orpheus, American ship, from Puget Sound for Puget Sound, wrecked near Cape Beale, November, 1868.
Empire, American ship, from Puget Sound for San Francisco, wrecked near Destruction Island, November, 1862; two lives lost.
Pellicano, Nicaraguan ship, from Callao for Puget Sound, wrecked in Neah Bay, January, 1862.
Christopher Mitchell, American ship, from San Francisco for Puget Sound, wrecked on Dungeness Spit, March, 1854; three lives lost.
Dianna, American ship, from San Francisco for Puget Sound, wrecked on Flattery Rocks, January, 1854.
Edwin, American bark, from Puget Sound for Puget Sound, foundered off Cape Flattery, December, 1854, four lives lost.
Hattie Besse, American bark, from San Francisco for Burrard Inlet, foundered off Cape Flattery, November, 1852.
Marie J. Smith, American bark, from Puget Sound for San Francisco, wrecked near Barclay Sound, west coast Vancouver Island, November, 1850.
John Bright, American bark, from Puget Sound for Honolulu, wrecked on reef near Hequet, west coast Vancouver Island, March, 1849; 14 lives lost.
Lizzie Boggs, American ship, from San Francisco for Puget Sound, wrecked near Cape Flattery, March, 1848.
Ellen Foster, American ship, from Callao for Puget Sound, wrecked in Neah Bay, December, 1847.
Mama Koo, Hawaiian bark, from Puget Sound for Honolulu, wrecked near Quatino Sound, west coast Vancouver Island, November, 1846; two lives lost.
Mustang, American bark, from San Francisco for Puget Sound, wrecked at Schooner Cove, west coast Vancouver Island, January, 1846.
William Tell, American ship, from San Francisco for Puget Sound, wrecked on reef near Port San Juan, Vancouver Island, December, 1845.

Cape Beale to search for bodies or help in the rescue of imperiled passengers. Big watchmen barred the entrance to the Pacific Coast docks and the gates were closed against curious visitors and those with friends or relatives aboard the boat.

GRAVEYARD OF MANY SHIPS

Barren and Dangerous Stretch of Coast on Vancouver Island.

VICTORIA, B. C., Jan. 23.—The stretch of coast between Cloo Oee and Cape Beale, where the Valencia has been wrecked, stretches for ten miles, all rock-bound, and has earned the name of "the Graveyard of Ships."

Seabird Rocks, on which the steamer Michigan was wrecked ten years ago or thereabouts, is the most dangerous of all the points in the vicinity. It is thought by local mariners that the descriptions received that it is no these dangerous rocks that the Valencia has been lost.

Pachena Bay, which lies between the Seabird Rocks and Cape Beale, is open to the southwest, with a heavy swell setting in such weather as that of yesterday. The light station at Cape Beale is the nearest place to the scene of the wreck where assistance can be secured.

The lighthouse is situated on a small inlet at the extremity of Cape Beale, the easterly entrance to Barkley Sound, about 90 miles from Victoria. It is a square lighthouse, painted white, with a red lantern, 45 feet high, with its light a flashing white light every half minute, showing at a height of 125 feet above the sea and visible in clear weather for 19 miles. A red sector is shown from the light across the channel and western reefs in the entrance to Barkley Sound. There is a fog alarm at Cape Beale, and also at Carmanah, both of which are in operation in thick weather.

Cape Beale is a bold, rocky point, 130 feet high, with the tops of the trees about 300 feet above the surface of the water. Some rocks extend off the lighthouse rock, from two to four miles distant.

Passengers From Seattle.

SEATTLE, Wash., Jan. 23.—Among the passengers on the Valencia, bound for Seattle, are Mr. and Mrs. F. F. Hunter and two children, of San Francisco. Mr. Hunter was recently appointed Assistant Superintendent of Seattle Schools, and was on his way north to enter upon his duties. His home has been in San Francisco.

Miss Van Wyck, another San Francisco passenger, is a sister of Mrs. W. A. Peters, wife of a prominent Seattle attorney. She was to visit her sister, who is ill at her home in this city.

E. T. Fendo, another Seattle passenger, is a commercial traveler whose home is in this city. Charles Samuels, sawcutter, is also a Seattle passenger. He has been in San Francisco on a pleasure trip.

W. Lombardin, who lives at 522 Twelfth avenue south, is returning from a pleasure trip to San Francisco.

CALLED AT PORTLAND TWICE

Valencia Carried Crowds Between Portland and San Francisco.

Last Summer when traffic between Portland and San Francisco was unusually heavy the Valencia called here twice for crowds that the regular Portland-San Francisco liners could not handle. This was the only special arrangement between the San Francisco & Portland Steamship Company and the Pacific Coast Steamship Company, owners of the Valencia.

SAYS SONS MADE DRUNK

Alleges That While Intoxicated He Was Induced to Sign Away Title to Fine Land.

OREGON CITY, Or., Jan. 23.—(Special.)—Judge McBride in the State Circuit Court this afternoon heard argument and took under advisement the case of John Gaffney, a wealthy farmer residing near Milwaukee, against his two sons, Michael and Dan Gaffney. This is a suit brought by the father to have set aside deeds by the two sons, a year ago transferred to the sons the title to about 70 acres of rich land of the value of about \$14,000.

RAILROAD TO GRANGEVILLE

Northern Pacific Preparing to Build at Once.

LEWISTON, Idaho, Jan. 23.—(Special.)—Word reached here tonight through a reliable source that the announcement is expected this week from the Northern Pacific that a contract for the construction of a line from Cullasac to Grangeville, a distance of 56 miles, will be let to Erickson & Peterson, who are now engaged in building the Riparia branch of the O. R. & N. Co. It is estimated the cost of the Grangeville line, which will be owned jointly by the O. R. & N. and Northern Pacific, will reach \$2,000,000.

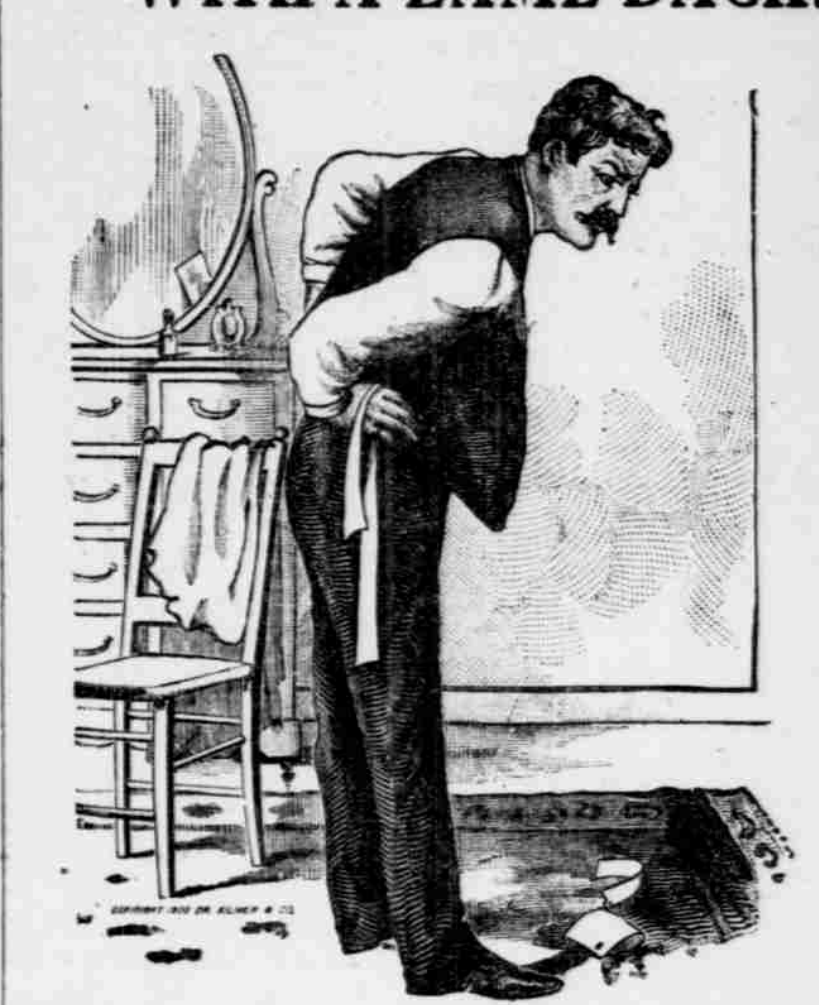
It is also learned tonight that, beginning tomorrow morning, laying of steel on the Riparia branch will commence from the Riparia end. About 30 or 42 miles of steel has been assembled in the yards at Riparia, and a force of men engaged to do the work.

WOMAN'S NIGHTMARE

No woman's happiness can be complete without children; it is her nature to love and want them as much as so it is to love the beautiful and pure. The critical ordeal through which the expectant mother must pass, however, is so fraught with dread, pain, suffering and danger, that the very thought of it fills her with apprehension and horror. There is no necessity for the reproduction of life to be either painful or dangerous. The use of Mother's Friend so prepares the system for the coming event that it is safely passed without any danger. This great and wonderful remedy is always applied externally, and has carried thousands of women through the trying crisis without suffering.

Send for free book containing information of priceless value to all expectant mothers. The Bradfield Regulator Co., Atlanta, Ga.

DO YOU GET UP WITH A LAME BACK?



Have You Rheumatism, Kidney, Liver or Bladder Trouble?

To Prove What Swamp-Root, the Great Kidney, Liver and Bladder Remedy, Will Do for YOU, All Our Readers May Have a Sample Bottle Sent Free by Mail.

Pain or dull ache in the back is unmistakable evidence of kidney trouble. It is Nature's timely warning to show you that the track of health is not clear. If these danger signals are unheeded, more serious results are sure to follow. Bright's disease, which is the worst form of kidney trouble, may steal upon you.

The mild and extraordinary effect of the world-famous kidney and bladder remedy, Dr. Kilmer's Swamp-Root, is so well known that our readers are advised to send for a sample bottle. In sending your address to Dr. Kilmer & Co., Binghamton, N. Y., be sure to say you read this generous offer in the Portland Daily Oregonian.

The gentleness of this offer is guaranteed. If you are already convinced that Swamp-Root is what you need, you can purchase the regular 50-cent and \$1 size bottles at drug stores everywhere. Don't make any mistake, but remember the name, Swamp-Root. Dr. Kilmer's Swamp-Root, and the address Binghamton, N. Y., on every bottle.

Chinese Accused of Embezzlement. SAN FRANCISCO, Jan. 23.—Detective Thomas Ryan left for Seattle today with requisition papers for Wong Loy, a Chinese, who is wanted here to answer a charge of felony embezzlement. Loy was employed as a foreman on the ranch owned by the late John S. Conroy, in this city, in the San Joaquin Valley. He is alleged to have kept the proceeds of the sale of 2000 sacks of potatoes, and also to have drawn money from the company's store, stating that he wanted it to pay the laborers.

Pacific Coast Telegraphic Briefs. Tehama, Cal.—A shipment of 1,000,000 salmon eggs to New Zealand has been made from this point by the Mill Green hatchery.

Hood River, Or.—Another fight for the division of Wasco will be made by the citizens of Hood River and the western end of the county.

Billings, Mont.—Judge Loud, in the District Court, sentenced James J. McDevitt, convicted in the second degree in killing Roy McLean, to 30 years in the State Penitentiary.

Seattle, Wash.—From the bench Judge Albertson, in the Superior Court, ordered the arrest of J. E. Riley, a contractor, who, it is alleged, was a member of the Municipal Ownership Convention, stated he had been asked to contribute money to secure a decision against the eight-hour day.

Mother's Friend advertisement. No woman's happiness can be complete without children; it is her nature to love and want them as much as so it is to love the beautiful and pure. The critical ordeal through which the expectant mother must pass, however, is so fraught with dread, pain, suffering and danger, that the very thought of it fills her with apprehension and horror. There is no necessity for the reproduction of life to be either painful or dangerous. The use of Mother's Friend so prepares the system for the coming event that it is safely passed without any danger. This great and wonderful remedy is always applied externally, and has carried thousands of women through the trying crisis without suffering. Send for free book containing information of priceless value to all expectant mothers. The Bradfield Regulator Co., Atlanta, Ga.