UNITE ON RATE BILL

HEPBURN YIELDS POINT

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

Will Influence Senate.

WASHINGTON, Jan. 21.-After a conference lasting all the afternoon, the House committee on interstate and foreign commerce today agreed upon a rate bill to be known as the Hepburn bill and to be reported to the House with the unanimous recommendation of the 18 members of the committee. In the main the bill is the original Hepburn bill, but a number of cessions were made to the Democrats, and their ideas as set forth in the Davey bill were freely incorporated in the perfected measure.

Chairman Hepburn was congratulated by all the members of his committee on the drafting of a bill upon which the two parties could agree, and the members of the committee assert confidence that the successful outcome of their long confer-ence will have marked effect upon the at; titude of the Senate toward the measure.

Accept Democratic Provision.

Hepburn and other Republicans agreed to accept the wording of the Democratic hill in the provision for the fixing of the maximum rate. The amendment which was accepted provides that the commis-sion shall fix a just reasonable and fairly remunerative rate, which shall be the maximum rate. It was maintained by maximum rate." the Democrats that under the original Hepburn wording the commission was re-quired to fix the highest of the "just, reasonable and fairly remunerative" rates, in case there were several such rates. Hep-burn and the Republicans do not believe there is any difference in the two wordings, but were perfectly willing to accept the language of the Davey bill.

The amonded bill also provides for seven members of the Interstate Commerce.

vided in the original Hepburn bill.

Another amendment incorporated at the request of the Democrats provides that in cases where no damages are assessed the commission may simply state its conclu-sion and need not set forth its findings.

Rates Stand for Three Years.

A section of the Davey 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 shall continue in force for three years unless repeated. provides that orders of the commission

No existing cases are to be affected by the bill, and all laws relating to wit-nesses and the conducting of bearings before the commission are to be continued Hepburn expects to make a favorable re-port on the bill to the House tomorrow and expresses confidence that the measure considered by the House within a

CONTINUES EIGHT - HOUR LAW

House Also Knocks Out Perquisites of Canal Commission.

WASHINGTON, Jan. 22.—The eighthour law cannot be abrogated for work on the Panama Canal and canal com-missioners cannot receive additional commissioners. These two changes in the urgent deficiency appropriation bill now under consideration by the House was the net result of today's session. These two changes in Innumerable amendments seeking to perfect the bill as to canal ground purasumed time in discussion, but met defeat when a vote was taken. When the session ended, about half of the bill had been considered. It will be laid aside tomorrow, when the statehood bill is to be brought in and to have the right of way until disposed

.

vailed in the bill were secured without discussion. The eight-hour day pro-vision went out on a point of order as "new logislation," made by Williams, the minority leader, and immediately, sustained by Sherman in the chair. The limitation of the salaries of commissioners was offered by Fitzgerald of New York and accepted by the committee. De Armond of Missouri offered a number of amendments which had as their object the requiring of European competition in the purchase of canal supplies. Each amendment went out by Republican votes on the statement of Tawney, chairman of the appropriations committee, that this competition was secured now and without the expense of maintaining purchasing agents in Europe. Bids of European manufacturers, he said, were accepted now and these manufacturers had their agents in American cities and were kept in touch with the demands

the commission. One amendment provides that no member of the Canal Commission shall be paid any compensation in addition to his salary as commissioner. This was for the purpose of preventing the allowance of additional compensation to J. B. Bishop, as acting secretary of the commission in addition to being a member of the commission.

Naval Maneuvers in Europe.

NEW YORK, Jan. 23 .- A cable dispatch to the Herald from Algiers says: The oruisers Brooklyn, Tacoma, Chat-tanooga 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. On the way here from Tangier Admiral Sigsbee put the vessels through practical evolutions, forerunners of a more extensive programme to be car-ried out when a suitable occasion oc-

Several of the boats' crew are in almost daily practice for the boatrace to be held in the quiet waters of Ville-franche if possible. The Brooklyn crew is handicapped by the loss of the fine new racing outer that was swept away in a storm on the recent eastward voyage across the Atlantic.

Progress of Drydock Dewey.

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

"Later information from the Maine gives position of the drydock Dewey at midnight, 20th inst., as latitude 28, longitude 445 minutes. Hosley reports Caesar burled seaman, dead of berl-berl."

Elkins Rate Bill Discussed.

WASHINGTON, Jan. 23 .- The Senate committee on interstate commerce to-day discussed the Elkins rate bili, following the plan adopted for the con-

pending before the committee.

Wants \$2,000,000 for Militia.

WASHINGTON, Jan. 21.-The National Parties Agree on Unanimous
Report to House.

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

Sends Sympathy to Brazil.

WASHINGTON, Jan. 21.—Immediately upon receipt of official news of the de-struction of the Brazilian battileship Aquidaban, Secretary 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 statebood for Arizona and New Mexico is unwise, particularly as Arlzona is overwhelmingly opposed to ad mission with New Mexico and is willing to remain a territory rather than come into the Union under such circumstances The Washington men are insurgents sole ly because they believe the insurgent cause is right, and not from any desire to break with the House leaders.

That they are firmly convinced of the righteousness of their position was shown today when Mr. Humphrey was summoned to the White House and brought upon the carpet by President Roosevelt. as many other insurgents had been before him. Mr. Humphrey told the President he was very sorry to have to vote against a measure which the President was supporting. He would like very much to support the President and the House leaders, but there was a question in his mind of right and wrong, and he was firmly convinced that joint statehood would be a rank injustice to Arizona. For that reason he was unwilling to change his position and so informed the Presi

As he left the White House, Mr. Hum phrey said:

"I'd like to vote for it to please the President, but I am opposed to statehood in any form for these territories and will have to vote against the bill The President has always been very kind to me, and I'd like to see my way clear to help him, but I think the hill is dead and see no reason to change my views." Hermann, who is under special obligations to the Speaker for having been allowed to take the oath, is expected to vote for joint statehood in part payment for recent favors.

Republicans Favor, Democrats Op-

pose, Joining Two Territories. WASHINGTON, Jan. 21-Representaive Hamilton (Rep. Mich.), chairman of the House committee on territories, today submitted to the House a favorable re-port on the Hamilton joint statehood bill, which provides for the admission of Okja-homa and Indian Territory as the State of Oklahoma, and provides joint state-hood for New Mexico and Arizona under the name of Arizona.

The report reviews the bill in detail, ex-plaining that the capital of Arizona is to be at Santa Fe until 1915, and that the capital of Oklahoma is to be at Guthrie for the same length of time, when the copie can choose their capital sites with justice to all parts of the states. The re-

This committee considers the criticism as ill-formed which finds fault with New Mexico because of its foreign population. Out of a population of 195,318. New Mexico has only 16,465 foreign-born inhabitants, a smaller percentage of foreign-born than most states of the Union.

Were it not that the two-fifths of its population which are native-born but of Spanish descent have been herestofore erroneously referred to as foreign it results.

be an aspersion upon a patriotic people even to refer to their loyalty. The re-maining three-fifths of its population are of the same character as the people of Arizona.

Of the alleged undervaluation of property in Arizona for purposes of taxation, which was warmly discussed

taxation, which was warmly discussed in hearings, the report says:

It has a total assessed valuation of taxable property, as shown by the report of the Secretary of the Interior, of \$50,20,372, but it is probable that it is property is returned for taxation at a comparatively small percentage of its market value-in some instances, as indicated by Government reports, at not over 5 per cent of its actual value.

Concerning laxes in New Mexico, the report says:

actual value

report says:

The assessed valuation of property within the territory for the year 1966 was \$42578,32, but it is asserted that for purposes
the property is not returned at of taxation property is not returned at much more than 20 per cent of its market value.

The report concludes as follows:

Inasmuch as Congress intended by the organic act of the Territory of Oklahoma that all of the original Indian Territory, together with what is now Beaver County, should become one state, and inasmuch as the present Territory of Oklahoma has for some time been qualified for statehood, which has been deferred until the Indian Territory should be ready to be joined therewith in statehood; and, Inasmuch as conditions in the Indian Territory imperatively demand some better form of government than now exists there; and,
Inasmuch as Indian lands will be allotted in severalty before the time when statehood can go into effect, this committee reports in favor of the joinder of the Territory of Oklahoma and the Indian Territory of Oklahoma and the Indian Territory in one state, not, hysever, before March 4, 1967, such state to be known as the State of Oklahoma.

To that end, and to the end that the Territories of Arizona and New Mexico may be joined in one state, to be known as the State of Arizona, this committee recommends that the bill do pass.

The Democratic members of the

The Democratic members of the House committee presented a minority report in opposition to the bill. After reviewing the resources of the four territories of Arizona, New Mexico, Oklahoma and Indian Territory and de-claring in favor of joint statehood for Oklahoma and Indian Territory, the report says there is no more reason for joining New Mexico and Arizona than there would be for joining Alaska and Porto Rico. The manifest and unjust purpose of the majority is to keep Oklahoma out of the Union unless they can, with greater injustice, force Ari

zona in, says the report. It continues: We regret the President's action in recommending, without assigning any reason, joint statehood for Arizona and New Mexico, and thus ignoring the last expression of the Republican National platform on the question of statehood for the remaining territories.

The report concludes: Should the Republican party pass this hill, wicked as it is, in the denial of equal rights in representation and partisan in all of its material details, it will but afford another indecent example of the suppression of individual, territorial and National rights to subserve party ends.

Vandiver's Authority Sustained.

JEFFERSON CITY, Mo., Jan. 23.-State Insurance Superintendent Vandiver re-ceived notice today that the Federal Court has dismissed the suit filed by the New York Life Insurance Company to prevent him from enforcing his order of ouster from the state.

Bingham Names His Deputy.

NEW YORK, Jan. 23.—Rhinelander Waldo was today appointed First Deputy Police Commissioner of New York City, under General Theodore A. Bingham.

(Continued From Page 1.) less her master keeps too far seaward to

see the wreck

The steamer Queen, which left at 5 P. M., will arrive in all probability at the Valencia before the wrecking steamer Salvor, which left before her, but is a slower vessel.

HUNDRED REPORTED DROWNED

Lighthouse-Keeper at Carmanah Files the First Telegram.

VICTORIA R C Jan 21 -- A disnatch from Cape Beale save the steamer lost is Valencia of San Francisco, which went ashore on the Vancouver Island coast near Cioo Ose. The lighthouse keeper mays between 50 and 60 were

The news of the disaster on Vancouve Island coast is meager, being confined to the message received by Captain Gaudin agent of marine, from Lighthouse-keeper Paterson at Carmanah, saying as fol-

Steamer wrecked between here and Clos Ose. About 100 drowned. Nine reached telegraph but. Will wire more particulars as soon as possible. Cloo Ose is about five or six miles from armanah Point and 65 miles from Victoria. Cape Beale is 130 miles from Victoria, at the easterly entrance to Barkley

WHALER GOES TO THE RESCUE

Orion Is Said to Be Trying to Save the Shipwrecked.

VICTORIA, B. C., Jan. 23.-(7 P. M.)-Carmanah reports a ship's boat passed there at 1 P. M., with several people in it, It is reported here that the whaling eamer Orion has arrived at the scene of the Valencia wreck from the whaling station at Sechart, and is trying to save as many lives as possible

SEATTLE OFFICES BESIEGED

Friends of Passengers on Valencia Insane From Grief.

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

the following:

Cape Beale to search for bodies or help Big watchmen barred the entrance to were closed against curious visitors and those with friends or relatives abourd the boat. The company had no vessel that could be sent on a search from here and refused to allow passen

gers to be taken on the steamer Topeka, sailing tonight for California ports The Topeka is to hunt for the Valencia and to stand by with the boats sent out of British Columbia ports to render any possible assistance. She will transfer any passengers or members of the crew rescued to the vessels which will return to British Columbia ports. Then she will sail for the south.

The Topeka was ready to sail before any of those with friends aboard the Valencia knew of her departure. Beform they had reached the dock she had pulled out.

Frenzied relatives and friends demånded that special boats be sent out; a prominent attorney, whose Chicago brother is believed to be abourd the Valencia, offered to charter a boat if one could be had. Another demanded immediate information.

Tearful women besieged the offices of the company begging for news. The company had nothing to show. The meager telegrams feceived by the vessel owners told no more than the press dispatches and it was absolutely impossible to tell whether any person had been saved. The passenger list was mutilated in transmission and it was with difficulty that many of the names were deciphered. This confusion over misspelled names added to the dismay and grief of relatives.

W. A. Peters, of the prominent law firm of Peters & Powell, had a brother abcard the boat and he spent most of the night at the offices of the steamship company demanding information or begging to be permitted to charter a boat to go to the rescue. There was none to be had.

N. R. Sibley, manager of the firm Stone, Fisher & Lane, has a son aboard the boat and he joined with Mr. Peters in offers to contribute anything tost could be done toward saving the imperiled passengers. By telephone others who believed relatives were in danger besought information or a chance to

The passenger list has not been fully identified yet but it is pretty certain a dozen Seattle men and women were on the Valencia. Few of them are prominent.

Officials of the Pacific Coast Company maintain the captain of the Valencia must have mistaken the lights. They say he was about 22 miles off his course when the vessel struck the rocks. A dense fog made navigation manding in impotent rage that they extremely nazardous and the company be permitted in some way to go to believes the fog rather than storms

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 mari-

ners 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. A complete list

of the casualties which have occurred in the vicinity of the place where

the Valencia is pounding to pieces would run into the hundreds, but among

the more important wrecks that have occurred there in the past 69 years

are nearly 60 which were total, and of these 32 were accompanied by less of

ife, more than 700 people perishing. Among the craft whose bones are rest-

ing on the west coast of Vancouver Island and in the Flattery region are

King David, British ship, from Salinas Cruz for Puget Sound, wrecked on reef off Nootka Sound, January, 1966; seven lives lost.

Pass of Melfort, British bark, from Ancon for Puget Sound, wrecked off Uchulet Arm, Vancouver Island, January, 1906; 24 lives lost.

Lamorna, British ship, from Tacoma for Queenstown, wrecked off Uclelut Arm, March, 1904; 26 lives lost.

Triumph, British schooner from Clayoquot for Berlng Sea, wrecked off Clayoquot Sound, February, 1904; 27 lives lost.

lut Arm. March, 1994; 25 lives lost.

Triumph, British schooner from Clayoquot for Bering Sea, wrecked off Clayoquot Sound, February, 1994; 22 lives lost.

Condor, British warship, from Victoria for Honolulu, foundered off Vancouver Island, December, 1962; 59 lives lost.

Libertad, Peruvian bark, from Pisagua for Victoria, foundered off Cape Flattery, November, 1999.

Jane Grey, American schooner, from Seattle for Alaska, foundered off Cape Flattery, May, 1898; 34 lives lost.

Uncle John, American barkentine, from San Francisco for Puget Sound; wrecked on Carmanah Point, October, 1899; two lives lost.

Keewenah, American steamer, from Nanaimo for San Francisco, foundered off Cape Flattery, December, 1884; 31 lives lost.

Montserrat, Nicaraguan steamer, from Departure Bay for San Francisco, foundered off Cape Flattery, December, 1844; 20 lives lost.

Ivanboe, American ship, from Seattle for San Francisco, foundered off Cape Flattery, September, 1844; 22 lives lost.

Michigan, American steamer, from San Francisco for Puget Sound, wrecked near Bonilla Point, west coast of Vancouver Island, January, 1820; one life lost.

Leonore, Chilean bark, from Valparaiso for Puget Sound, wrecked October 4, 1852, between Quilliute and Flattery; six lives lost.

Sarah, Nova Scotian ship, from Manila for Puget Sound, wrecked near Bonilla Point, west coast Vancouver Island, December, 1880, Nelle May, American bark, from Puget Sound for Callao, foundered off Clayoquot Sound, west coast Vancouver Island, December, 1880, Nelle May, American bark, from Androssan for Tacoma, wrecked near Destruction Island, February, 1885; four lives lost.

Oassandra Adams, American bark from San Francisco for Tacoma, wrecked near Destruction Island, August, 1885.

Duchess of Argyle, British bark from Liverpool for Vancouver, wrecked near Port San Juan, Vancouver Island, October, 1887.

Austria, American bark, from Seattle for San Francisco, wrecked on Flattery rocks, January, 1885; 15 lives lost.

Eldorado, American bark, from Puget Sound for San Fran

lost.

Eldorado, American bark, from Puget Sound for San Francisco, foundered off Cape Flattery, April, 1857; 15 lives lost.

Belvidere, American ship from Wilmington, Cal., for Puget Sound, wrecked on Bonilia Point, west coast Vancouver Island, November, 1886, Harvey Mills, American ship, from Puget Sound for Francisco, foundered off Cape Flattery, December, 1886; 18 lives lost.

Ella S. Thayer, American bark, from Puget Sound for San Francisco, foundered off Cape Flattery, December, 1886.

Sierra Nevada, American ship, from Seattle for San Francisco, foundered off Cape Flattery, September, 1886; 12 lives lost.

Lizzie Marshall, American ship from San Francisco for Seattle, wrecked near Bonilia Point, west coast Vancouver Island, February, 1884; one life lost.

smas R. Foster, American bark, from Esquimalt for Honolulu, foun-

lost.

Thomas R. Foster, American bark, from Esquimalt for Honolulu, foundered off west coast Vancouver Island, December, 1884.

C. L. Taylor, American bark, from Puget Sound 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, September, 1882.

Malleville, American bark, from Shanghai for Puget Sound, wrecked near Hesquiet, west coast of Vancouver Island, October, 1882; 20 lives lost.

Rainler, American bark, from Seattle for San Francisco, foundered off Cape Flattery, January, 1883; one life lost.

Twenty-First-of-May, Chilean bark, wrecked near Race Rocks, Stralts of Fuca, December, 1881.

General Cobb, American ship, from San Francisco for Puget Sound, near Cape Beale, west coast Vancouver Island, January, 1890; one life lost.

Beeverdass Ambidiass, British bark, from Shanghai for Puget Sound, wrecked near Cape Beale, west coast Vancouver Island, July, 1873.

Marmion, American ship, from Puget Sound for San Francisco, foundered off Cape Flattery, November 8, 1879.

Gene of the Ocean, American ship, from Seattle for San Francisco, wrecked near Port San Juan, west coast Vancouver Island, August, 1879.

Grace Darling, American ship, from Nanalmo for San Francisco, foundered off Cape Flattery, January, 1878; Is lives lost.

Commodore, American ship, from San Francisco for Seattle, wrecked near Tatoosh, January, 1877.

Cambridge, American bark, foundered off Cape Flattery, June, 1877; one life lost.

Swordish, British ship, from San Francisco, for Moodyville, wrecked

Cambridge, American bark, foundered off Cape Flattery, June, 1877; one life lost.

Swordfish, British ship, from San Francisco, for Moodyville, wrecked near Race Rocks, November, 1877.

Pacific, American steamer from Puget Sound for San Francisco, sunk in collision in Stratis of Puca, November, 1873; 250 lives lost.

Orpheus, American ship, from San Francisco for Puget Sound, wrecked near Cape Beale, November, 1875.

Emily Farnum, American ship, from Puget Sound for San Francisco, wrecked near Destruction Island, November, 1875; two lives lost.

Pelicano, Nicaraguan ship, from Callao for Puget Sound, wrecked in Neah Bay, January, 1875.

Christopher Mitchell, American ship, from San Francisco for Puget. Sound, wrecked on Dungeness Spit, March, 1874; three lives lost.

Diana, American steamer, from San Francisco for Puget Sound, wrecked on Flattery Rocks, January, 1874.

Edwin, American bark, from Puget Sound for San Francisco, foundered off Cape Flattery, November, 1872.

Maria J. Smith, American bark from Puget Sound for San Francisco, wrecked near Barciay Sound, west coast Vancouver Island, November, 1883.

John Bright, American bark, from Puget Sound for Honolulu, wrecked on reef near Hesquiet, west coast Vancouver Island, March, 1895; 14 lives lost.

Lizzie Borgs, American ship, from San Francisco for Puget Sound.

lost.

Lizzie Boggs, American ship, from San Francisco for Puget Sound, wracked hear Cape Flattery, September, 1867.

Ellen Foster, American ship, from Callao for Puget Sound, wrecked in Neah Bay, December, 1867.

Mauna Kea, Hawalian bark, from Puget Sound for Honoiulu, wrecked mar Quatzino Sound, west coast Van couver Island, Nevember, 1866; two

Mustang, American bark, from San Francisco for Puget Sound, wrecked at Schooner Cove, west coast Vancouver Island, January, 1895. William Tell, American ship, from San Francisco for Puget Sound, wrecked on reef near Port San Juan, Vancouver Island, December, 1865.

the rescue of imperiled passengers. Is all speculation, though, for the company itself has no definite information. the Pacific Coast docks and the gates The company sent boats from Victoria. Vancouver and Scattle to the rescue.

GRAVEYARD OF MANY SHIPS

Barren and Dangerous Stretch of Coast on Vancouver Island.

VICTORIA, B. C., Jan. M.-The stretch of coast between Cloo Ose and Cape Beale, where the Valencia has been wrecked, stretches for ten miles, all rockbound, 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 marine men from the descriptions received that it is on these dangerous rocks that the Valencia has been Seabird Rocks stand at the entrance to

Pachena Bay, 3) miles east of Carmanah.

They stand about ten feet above water

and two large rocks lie off them nearly half a mile away, awash at high water. Navigators say the rocks cannot be approached with safety within a mile and a Pachena Bay, which lies between the Seabird Rocks and Cape Beale, is open to the southwest, with a heavy swell set-

ting 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 scured. The lighthouse is situated on a small islet at the extremity of Cape Beale, the easterly entrance to Barkley Sound, about 100 miles from Victoria. It is a square lighthouse, painted white, with a red lantern, 42 feet high, with its light a flashing white light every half minute, showing at a height of 175 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 en-

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

trance to Barkley Sound. There is a fog

alarm at Cape Beale, and also at Carma-

nah, both of which are in operation

Passengers From Seattle.

SEATTLE, Wash., Jan. 23 .- Among the passengers on the Valencia, bound for Seattle, are Mr. and Mrs. F. F. Bunker and two children, of San Francisco Mr. Bunker 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 Fran-

ciseo passenger, is a sister of Mrs. W. A. Peters, wife of a prominent Seattle atterney. She was to visit her sister who is ill at her home in this city. E. T. Fondo, another Seattle passen

ger, is a commercial traveler whose home is in this city. Charles Samuels, a sawcutter, is also a Seattle passenger. He has been in San

Francisco on a pleasure trip. W. Lombardin, who lives at \$52 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 not handle. This was done by special arrangement between pany and the Pacific Coast Steamship Company, owners of the Valencia. She was one of the prettiest model boats on the Coast, and was well equipped for the passenger service, although the smallest of the regular liners. The Valencia was a one-screw steamer, built at Phila-delphia in 1882 by Cramp & Sons. She registered 1197 tons net. Her dimensions were: Length, 252.7 feet; beam, 34 feet; depth of hold, 19.7 feet. During the war with Spain the Valencia was engaged for a time in the transport service of the United States, carrying troops to and

WEALTHY CLACKAMAS FARMER SUES TO RECOVER LAND.

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

OREGON CITY, Or., Jan. 22.-(Special, Judge McBride in the State Circuit Court this afternoon heard argument and nook under advisement the suit of John Gaffney, a wealthy farmer residing near Milwaukie, against his two sons, Michael and Dan Gaffney. This is a suit brought by the father to have set aside deeds by which he two years ago transferred the sons the title to about 70 acres rich land of the value of about \$14,000. The father bases his suit for the set-ting aside of the deeds on the grounds that the sons caused him to bec toxicated, and then secured his signature to the papers by which he claims to have been defrauded out of his property.

RAILROAD TO GRANGEVILLE

Northern Pacific Preparing to Build

LEWISTON, Idaho, Jan. 21.—(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 Culdesac to Grange ville, a distance of 55 miles, will be let to Erickson & Peterson, who are now engaged in building the Riparia branch for 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 \$2,500,000. It is also learned tonight that, beginning tomorrow morning, laying of steel on the Riparia branch will commence from the Riparia end. About 19 or 12 miles of steel has been assembled in the yards at Riparia, and a force of men en-gaged to do the work.

The O. R. & N. Co. hopes to have the

line to Lewiston in operation by June, and to that end work is being rushed all along the line. Over 100 men are at work here on the cement pier sites, which will sup-port the steel bridge to span the Clearwater River.

water River.

R. D. Jones, of San Francisco, one of the men who propose to finance the building of the Lewiston-Grangeville electric line, arrived here tonight to confer with local promoters of the enterprise. Much secrecy is maintained relative to the plans for the building of this line during the past few weeks, and Mr. Jones refused to discuss the object of his visit at this time. It is asserted by pro-

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 un- | rheumatism, bloating, irritability, wornmistakable evidence of kidney trouble. out feeling, lack of ambition, loss of it is Nature's timely warning to show flesh, sallow complexion. ou that the track of health is not clear If these danger signals are unheeded, more serious results are sure to follow;

The mild and the extraordinary effect of the world-famous kidney and bladder remedy, Dr. Kilmer's Swamp-Root, is soon realized. It stands the hignest for its wonderful cures of the most Jistressing cases, A trial will convince any one—and you may have a sample

bottle free, by mail. Gentlemen—I attribute my present good health to Swamp-Root, I suffered many years with kidney trouble and had an almost constant pain in my back. Your great remedy, Swamp-Root, cured my trouble, and I have since been per-fectly well. Yours truly,

B. H. Chniker, Ex-Chief of Police, Oznrk, Aln.

Lame back is only one symptom of kidney trouble-one of many. Other symptoms showing that you need Swamp-Root are, being obliged to pass water often during the day and to get up many times during the night, inability to hold your urine, smarting or irritation in passing, brick-dust or sed-

If your water when allowed to remain undisturbed in a glass or bottle for 24 hours, forms a sediment or settling. Bright's disease, which is the worst or has a cloudy appearance, it is evi-form of kidney trouble, may steal upon dence that your kidneys and bladder need immediate attention.

In taking Swamp-Root you afford natural help to Nature, for Swamp-Root is the most perfect healer and gentle aid to the kidneys that is known to medical science, In order to prove the wonderful mer-its of Swamp-Root you may have a sample bottle and a book of valuable

information, both sent absolutely free by mail. The book contains many of the thousands upon thousands of testimo-nial letters received from men and women cured. The value and success of 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 of-fer in The Portland Daily Oregoniau. The genuineness of this offer is guaran-

If you are already convinced that Swamp-Root is what you need, you can surchase the regular 50-cent and \$1 size bottles at drug stores iment in the urine, catarrh of the biad- Don't make any mistake, but remember der, uric acid, constant headache, dizzi-ness, poor digestion, sleeplessness, Swamp-Root, and the address Bingham-

of the electric line that as soon as conditions relative to the rights of way bave been perfected immediate construction

Chinese Accused of Embezziement.

SAN FRANCISCO, Jan. 23.-Detective Thomas Ryan left for Scattle today with requisition papers for Wong Loy, a Chi-nese, who is wanted here to answer a charge of felony embezziement. Loy was employed as a foreman on the ranch owned by the Mow Sang Company, this city, in the San Joaquin Valley. is alleged to have kept the proceeds o the sale of 2000 mucks of potatoes, and also to have drawn \$300 from the com-pany'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. 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 Meddles, convicted of number in the second degree in killing Roy McLaren, to 50 years in the State Penitentiary.

iaw, which decision had afterward been readered. Riley was in the courtroom

Walla Walla, Wash.-Gust Heppher, a Walla Walla, Wash.—Gust Heppher, a Colfax carpenter, has brought sult in the Superior Court at Colfax against Walter B. Moore, the clidest son of ex-Governor Miles C. Moore, of Walla Walla, to collect damages in the sum of \$10,000 for injuries received by being run over by an automobile driven by Moore in a race at the Walla Walla Fair Grounds, last September. He also asks for \$15,000 on account of being incapacitated from pursuing his daily avocation.

DID NOT GET HIS GOLD BOND

Insured in National Life Applies for Receiver.

CHICAGO, Jan. 22 .- A bill for a receiver for the National Life Insurance Company of Chicago has been nied in the District Court at Des Moirfes, where the Company has \$1,700,000 on deposit with the State Auditor. The bill was filed for A. L. Watson, a policy-holder, who also asks that the Chicago company be restrained from transferring or disposing of funds. Dr. Watson alleges that promises made for the payment of gold bonds have not been fulfilled. Officials of the National State Penitentiary.

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

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